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PARLIAMENT OF TASMANIA

THE TRANSPORT COMMISSION

REPORT FOR YEAR 1984–1985

Presented to both Houses of Parliament pursuant to section 26 (1) of the Transport Act 1981

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31 October 1985

The Honourable F. R. Groom, M.H.A.,
Minister for Transport,
Parliament House, Hobart 7000

Sir,

In accordance with Section 26 (1) of the Transport Act 1981, I have the privilege to submit for presentation to Parliament a Report of the operations, business, and affairs of the Transport Commission for the year ended 30 June 1985, together with a copy of accounts.

Yours faithfully,

R. W. J. MORRIS, Commissioner for Transport

TRANSPORT COMMISSION

REPORT FOR YEAR 1984–85

In 1981 the Parliament of Tasmania passed the Transport Act 1981 which repealed the Transport Act 1938 and abolished 'The Transport Commission' constituted thereunder.

The Transport Act 1981 empowers the Governor to appoint a Commissioner for Transport incorporated as a corporation sole with the corporate name 'Transport Commission'.

Powers of the Commission:—

- to regulate and control transport by road, water, or air within the State other than any bus service operated by the Metropolitan Transport Trust;
- to enter into contracts for the carrying on, and maintenance, of transport services in this State;
- to carry on as a commercial undertaking the manufacture, maintenance, repair, and sale of light engineering products;
- to grant exemptions from payments or obligations (including payment of taxes levied in respect of motor vehicles) relating to transport as may be prescribed, and to make refunds and adjustments as may be necessary for that purpose;
- to take such steps as may be necessary for effecting the co-ordination of transport services, and the improvement of facilities for transport in this State;
- to operate and conduct shipping services between places within this State and between this State and any other part of the Commonwealth; and
- in an emergency, to enter into a contract for the carrying on and maintenance, in a particular case and for the purpose of meeting a particular emergency, of any transport service between any place in this State and any other place.

Functions of the Commission:—

- to devise, initiate, and carry out measures for the co-ordination, improvement and economic operation, of the means of, and facilities for, transport in this State, other than transport by rail and transport services operated by the Metropolitan Transport Trust;
- to ensure so far as is practicable the provision of transport services (other than transport by rail or transport services operated by the Metropolitan Transport Trust) adequate to meet the requirements of the public;
- to administer the Traffic Act 1925; and
- to do anything incidental or conducive to the performance of any of the preceding functions.

The Act provides that, in the exercise of its powers and in the performance of its functions, the Transport Commission is subject to the control of the Minister, but that control does not extend to the issue of any form of licence under the Traffic Act 1925.

TRANSPORT DEPARTMENT

Section 9 of the Transport Act 1981 provides that the Commissioner for Transport and all persons employed under that Act, together with the Administrator of Road Transport appointed under the Traffic Act 1925, shall constitute a body known as the Transport Department.

The department which has adopted the corporate style 'Transport Tasmania', comprises eight Divisions, the roles of which can be summarised as follows:—

- *Secretariat Division*—Provides executive and administrative support to the Department through its Administration, Legal, Personnel and Public Relations Sections, and is the principal means of liaison between the Minister and the Department.
- *Finance Division*—Responsible for the accounting, payroll, auditing and data processing services to all Divisions. Administers the computer system which also provides services to the Metropolitan Transport Trust, Department of Main Roads, Lands Department and Australian National Railways.
- *Economic Planning and Research Development Division*—Undertakes planning and research activities to support its role in providing specialised transport policy advice.

- *Marine Division*—Provides advice on all marine policy matters. Operates and maintains the Bruny Island Vehicular Ferry Service and an intrastate/interstate cargo vessel link.
- *Transport Regulation Division*—Administers the Traffic Act 1925 and Regulations and recommends legislative amendments thereto. Responsible for testing and licensing of drivers, registration of vehicles, licensing of public vehicles and vehicle inspectors. Liaison with other Authorities on related road safety matters.
- *Traffic Engineering Division*—Responsible for traffic management planning and the investigation, design and installation of traffic control devices on Tasmanian roads. Undertakes research functions related to vehicle and pedestrian movements, vehicle speeds and traffic volumes. Maintains the State traffic accident research file.
- *Road Safety Division*—Responsible for the development and implementation of Government Road Safety Policy and Legislation.
- *PTA Engineering*—An Australian Standard 1822 certified light engineering workshop specialising in the design, fabrication, manufacture, repair, electroplating and metal finishing of parts for industry, using sophisticated machining technology.

The activities of these Divisions during 1984–85 are outlined in the following pages.

SECRETARIAT DIVISION

The Secretariat Division provides executive, administrative, legal, personnel and public relations support to the Department and the Minister.

Aerodromes

The Department owns and is responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

The Commonwealth Department of Aviation meets 50 per cent of maintenance and capital costs of Smithton areodrome under the Local Ownership Plan. The Plan also applies to Local Government owned aerodromes at Queenstown, Strahan and St Helens where 50 per cent of costs are met by the Commonwealth, 40 per cent by the State and 10 per cent by the Local Government authority.

This Department liaises with the local authorities on maintenance and funding, and the State reimburses it for its percentage of the costs incurred in the upkeep of the authorised landing areas.

The most significant maintenance project undertaken this financial year was Stage 2 of the Smithton aerodrome runway resealing programme with approximately 10 000 m^2 of the main runway being resealed.

Councils and Committees

- Australian Transport Advisory Council (ATAC)—ATAC comprises the Commonwealth, State and Territory Ministers for Transport who report to their respective Governments on matters relating to the co-ordination and efficient operation of transport in Australia.
- Co-ordinating and General Transport Group (C & G)—C and G comprises principal Ministerial advisers (usually the Permanent Heads of relevant Departments) and deals with overall issues of policy co-ordination and development, energy, and topics which do not fall within the terms of reference of the other three ATAC policy groups (Railway, Road and Motor Transport).
- Tasmanian Transport Industries Advisory Council (TTIAC)—TTIAC comprises members from management in the transport industry, transport users, Government and semi-Government bodies, unions and academia, and are appointed by the Tasmanian Minister for Transport. TTIAC advises the Minister on policy issues affecting the transport industry, and recommends improvements to Tasmania's transport system.

Personnel Section

The Personnel Section is responsible for the Department's personnel and industrial matters, excluding sea-going and stevedoring personnel and maritime industrial matters which are the responsibility of the Marine Division.

Departmental employees are covered by one of five Federal Awards, or twelve State Awards or two Industrial Agreements.

The number of employees increased from 542 in 1983–84 to 702 in 1984–85 (see Appendix 1) due to the introduction of the tt-Line and the 'Challenger B' service.

Transport Commission Salaried Officers' Classification Committee

The Committee is constituted under the Salaried and Senior Officers' Transport Instrumentalities Award 1977 (Part 2) and consists of:—

- an independent Chairman and Deputy Chairman appointed by agreement between the Commission and AOF (the Deputy sitting only when the Chairman is unable to do so).
- a representative of the Department.
- a representative of ATOF.

Its function is to hear appeals by officers against the provisional appointment of an officer to a position of a class or grade higher than that held by him immediately before his promotion.

The grounds of appeal are limited to:—

- superior efficiency, or
- equal efficiency and seniority.

Its decisions are final and binding upon the Commission.

Eight appeals were lodged in 1984–85 and one was upheld.

Legal Section

The Section advises the Commission and the Department on a range of legal matters such as interpretation of the Transport and Traffic Acts and associated legislation and regulations, insurance claims, debt collection, workers' compensation claims and motor vehicle claims. It also advised the Prosecutions Officer, Transport Regulation Division, on prosecutions under the Act and Regulations, and conducts the more difficult prosecutions.

The Section is also involved in drafting amending legislation, advising the Minister on legal matters and providing opinions to various Departmental officers on such diverse matters as licensing, shipping and commercial undertakings, and assist the Australian National Railways Commission in obtaining titles and transfer of land under the Railways (Transfer to Commonwealth) Act 1975.

Some eighteen appearances were made before the Public Vehicles Licensing Appeal Tribunal on behalf of the Commission, and the Registrar of Motor Vehicles was represented before Magistrates in thirty drivers' licences appeals. .

Public Relations Section

Material for feature articles, information items and other transport information was prepared for the media, schools and individuals.

Student tours of specialist work areas (such as the computer facilities, the computerised traffic control system, regional Motor Registries) and active participation with student work experience programmes have been practical examples of the Department's philosophy of community involvement during the year.

At the request of the Premier the Department participated in the Government exhibition at the Launceston and Hobart Shows. All Divisions were represented and a brochure was produced highlighting the Department's functions and the public was shown videos of the facilities aboard 'Abel Tasman'.

FINANCE DIVISION

The Division's accounting and financial activities were dominated by the workload generated from the processing of expenditure relating to the modifications to the 'Abel Tasman' in West Germany and the establishment of managerial information systems for the vessel when it commences the Bass Strait Ferry Service. The arrangement of overseas hedging finance for contracts associated with the vessel was an important function of the project.

The Department's Data Processing facility continues to expand and the commencement of the Vehicle Securities Register saw yet another advancement to the Motor Registry on-line systems. Another major achievement was the successful completion of an agreement with the State Library of Tasmania whereby Transport Tasmania will manage that Department's State network and provide use of our communication lines. Substantial savings will be achieved as a result of this joint venture.

The Division represents the Department on the Computer Policy Advisory Committee.

ECONOMIC PLANNING AND RESEARCH DIVISION

This Division is responsible for conducting economic, financial, social planning and operational studies into various issues relating to land, sea and air transport in Tasmania

The focus of the Division's activities is the future. It endeavours to identify the implication of present developments and to assist the Government in developing policies and strategies in dealing with inevitable change in the transport system. Equally importantly, it attempts to identify and foster initiatives for promoting desirable change.

Research and Investigation

- The Division's Director was seconded to the position of Project Manager 'Abel Tasman' Project on 8 June 1984. In this capacity he has responsibility for the acquisition, modification and introduction into service of the Bass Strait passenger ferry. This project also made major demands on the time of other members of the Division; in particular, officers of the Division were involved in the supervision of terminal works at Melbourne and Devonport and the development of financial forecasts for the vessel's trading operations.
- During the year, the Inter-State Commission handed down its recommendations on the future of the Tasmanian Freight Equalisation Scheme. The Division was heavily involved in preparing submissions to the Commission and providing supplementary argument on specific points which arose during the course of the Commission's deliberations.
- A major submission was also prepared for the Federal Government Task Force investigating Australia's overseas liner shipping arrangements. The submission, prepared on behalf of the Government, argued for the retention of existing centralisation arrangements and the introduction of a number of initiatives, under the umbrella of a new shipping Act, designed to foster genuine competition in liner shipping services to and from Australia.
- During 1985–86, the Federal Government will be reviewing Australian domestic airlines policy. Tasmania's reliance on air transport for interstate communications implies that the outcome of this review will have important implications for the future of the Tasmanian economy, and the Division has prepared a major submission to the review on behalf of the State Government. The submission argues the case for deregulation of interstate domestic airline services, drawing support for its arguments from recent experience in the United States, Canada and New Zealand.
- During the year, the Division completed a joint study with QANTAS on the potential demand for a direct air service between Hobart and Auckland. The results of the study have been presented to both the State Government and to the QANTAS Board for their consideration.
- Other projects in which the Division has been involved have been the development of a scheme of transport concessions for the disabled, over-sight of the Hobart Airport upgrading project and the Hobart Airport master planning study, and conduct of a public inquiry into hire and drive bus operations.

Library and Information Service

- The reference service provided by the library continued to be used by the Departmental staff and to a lesser extent other Departments and members of the public.
- A further 377 monographs were added to the library collection and twenty-two new serial titles were ordered. Selective weeding of out-of-date monographs and serials has resulted in the collection size remaining static, the overall quality and usefulness of the collection being improved.

- A new newspaper indexing system was introduced during the year. Departmental staff are provided with sets of transport-related newspaper clippings on a daily basis and the library prepares a keyword index to all items. This service has been used extensively by Departmental staff.
- A quarterly summary of Tasmanian transport statistics is prepared and distributed throughout Tasmania and interstate.

Reports and Papers

The following major reports were produced during the year:—

- Government of Tasmania. Submission to the Inter-State Commission Inquiry into sub-section 26 (3) and section 27 of the Wheat Marketing Act (November 1984)
- Government of Tasmania. Submission to the Review of Australia's Overseas Liner Shipping Arrangements. (March 1985)
- The demand for a Hobart-Auckland air service: a joint study by Qantas and Transport Tasmania. (June 1985)
- EPR Paper 38/85: Tasmanian Port Profiles. (June 1985)

MARINE DIVISION

Policy and Operational Activities

In addition to its normal function of providing policy advice on all of the maritime matters affecting the Island State of Tasmania, the Marine Division was heavily involved in the acquisition, conversion and putting into service of the new Bass Strait passenger ferry, 'Abel Tasman'.

Marine Division operational resources were similarly fully utilised in the bringing into service of the Brambles Bass Strait freight, 'Challenger B'.

Councils and Committees

Marine and Ports Council of Australia (MPCA)

The Senior Federal/State forum on marine and port matters was until this year the MPCA. The Council, which comprised all State Transport Ministers and the Federal Minister for Transport decided at its last meeting in July 1984 to go into recess and transfer its activities to the Australian Transport Advisory council (ATAC), serviced by a small group of senior marine advisers to be known as the Marine and Ports Group.

The Marine and Ports Group met for the first time in May 1985 and provided advice on maritime matters to ATAC Ministers for the ATAC meeting on 28 June 1985.

Matters discussed at the final MPCA meeting included:—

- Oil Pollution Equipment Training and Funding
- Regulation of Sail Training Ships
- The Uniform Shipping Laws Code
- International Conventions on Marine Pollution and Limitation of Ship Owners Liability
- Small Boat Safety Education
- Shore Based Shipping Costs

Matters discussed by the Marine and Ports Groups in May included:—

- Port development information
- Sea Safety Programmes
- International arrangements for amendments to the Load Lines provisions
- USL Codes
- Shore based shipping costs

Maritime Industry Advisory Council (MIAC)

The Maritime Industry Advisory Council, constituted by senior representatives from business, Government and the Trade Union movement and chaired by the Deputy Premier, is concerned principally with facilitating the movement of cargoes in and out of Tasmania by promoting and maintaining good industrial relations.

The Council met twice this year, in November and March, discussing such matters as:—

- Industrial activity in Bass Strait
- The Tasmanian Freight Equalisation Scheme
- Proposals for new shipping services in Bass Strait
- Utilisation of Tasmanian ports
- Industrial exemptions for Tasmanian transport.

Coastal Shipping Services

In addition to maintaining the freight service provided by 'Straitsman' between Melbourne, King Island and Stanley, the Tasmanian Government initiated or took a major part in developing two new services—the Bass Strait passenger/vehicular ferry replacement 'Abel Tasman', and the Transport Tasmania/Brambles joint venture Bass Strait cargo vessel 'Challenger B'.

'Abel Tasman', which makes six voyages weekly between Devonport and Melbourne, has approximately twice the capacity of the former 'Empress of Australia' which it succeeded, and is in every way a 'state of the art' passenger vessel offering passenger services at a standard far in advance of anything previously seen in the Australian coastal trade. This vessel commenced service on 29 June with an inaugural voyage from Devonport to Melbourne and forward bookings of both passengers and freight have amply justified the Government's decision to initiate this major project. 'Abel Tasman' is managed by a division of Transport Tasmania trading as tt-Line.

'Challenger B', which incorporates the latest thinking in short haul cargo handling—all cargo is handled on roll trailers—commenced service in its regular trade between Burnie and Melbourne on 24 June after a period of training and familiarisation in both ports. This vessel also has performed in every way in accordance with the expectations of its owners.

'Straitsman' continued to provide its normal triangular cargo service between Melbourne, King Island and Stanley during the year pending the introduction of the joint venture vessel 'Challenger B'. The role of 'Challenger B' is to take over all direct Tasmania/Melbourne cargo shipments following which 'Straitsman' will service King Island only, from Melbourne and Stanley.

The cost of this obviously uneconomic role for 'Straitsman' is to be borne by the owners of 'Challenger B' for the currency of the joint venture agreement, pending the introduction of more economic arrangements.

The financial performance of 'Straitsman' this year was disappointing (there was a fall of $440 000 in gross revenue) largely because of increased competition in the Bass Strait trade, and to some extent industrial action at Stanley stemming from local opposition to the joint venture arrangements.

The net loss in respect of 'Straitsman' operations for 1984-85 was $1 112 000.

Bruny Island Ferry Service

The shorter Kettering/Roberts Point crossing established at the beginning of June 1983 has again had a marked effect in keeping operating costs fairly static despite an increase of 26% in fuel costs.

There was a 7.3% increase in the number of vehicles carried and revenue increased by $19 695 leading to a reduction in the annual operating loss from $621 376 in 1983-84 to $599 529 in 1984-85.

TRANSPORT REGULATION DIVISION

The Transport Regulation Division assists the Transport Commission, the Administrator of Road Transport and the Registrar of Motor Vehicles to carry out their responsibilities under the Traffic Act 1925 and its associated regulations.

The Division comprises four branches—Vehicle Standards, Public Vehicles, Motor Registry and Office Systems.

Boards and Committees

The Division represents the Department on the following Boards and Committees:—

- Road Safety Group (RSG) which co-ordinates the activities of the various sub-committees of the Australian Transport Advisory Council (ATAC).
- Australian Motor Vehicles Certification Board (AMVCB) which ensures that new vehicles meet the Australian Design Rules for safety and environmental standards. AMVCB reports directly to ATAC.
- Vehicle Standards Advisory Committee (VSAC) which sets standards for safety, construction and loading of new and existing road vehicles. VSAC reports to ATAC through RSG.
- Advisory Committee on Vehicle Emissions and Noise (ACVEN) which sets standards for exhaust emissions and noise for new and existing motor vehicles. Representation on ACVEN is shared with the Tasmanian Department of the Environment. ACVEN reports to ATAC through RSG.

Vehicle Standards Branch

This Branch is responsible for ensuring that all road vehicles meet suitable standards for safety, environmental protection, public convenience and loading. The Branch's Transport Inspectors inspect vehicles prior to registration, undertake six monthly checks of buses and taxis, conduct random roadside safety checks and weigh trucks.

The Branch also provides advices and assistance on vehicle regulatory requirements and related technical matters. Its Prosecutions Section supports the enforcement of regulations by Transport Inspectors.

Securing Containers on Trucks

New regulations were introduced in August specifying safe methods of securing containers to trucks. As an alternative to the special 'twistlock' device which locks the container on to the truck, provision has been made for other securing methods, involving special pins and chains, in recognition of the wide variety of containers in use on the Tasmanian trade.

The result is that Tasmania is not only the first Australian State to adopt legislation specifically requiring containers to be secured to trucks but it has comprehensive requirements reflecting the variety of acceptable securing methods in use in the industry.

In this way a notable achievement in road safety has been made with a minimum of disruption to the road transport industry.

Taxis

As part of its inspection program for taxis and hire cars, the Branch ensures that every vehicle to be licensed as a taxi or hire car meets suitable standards of passenger comfort relating in particular, to rear access and egress and defining leg, head, knee and shoulder room requirements for passengers in the rear seat.

Following the introduction, in July, of a new measurement procedure involving a special seating template, the Branch now publishes a list of late model vehicles which meet the criteria for taxi use. This list, which is revised every few months to include new model releases, is a useful guide to taxi operators when selecting a replacement vehicle.

New Braking Standard for Heavy Trailers

Australian Design Rule No. 38 (ADR 38) is a new national standard for braking systems on heavy trailers. Stage 1 of this Rule, relating to tandem and triaxle semi-trailers, applies to all new trailers manufactured on or after 1 July 1984.

As many of the new trailers sold in this State are constructed by local trailer manufacturers or small engineering firms, the successful introduction of this new safety measure depends on each trailer builder fully understanding not only the technical requirements but also the procedures necessary to demonstrate the compliance of each model to the Australian Motor Vehicles Certification Board (AMVCB) in Canberra.

A publicity and education program conducted jointly with the AMVCB was successful and all trailers built after the introduction date are now fitted with Compliance Plates indicating they have braking systems conforming to ADR 38.

Publicity Program for Transport Inspectors

A publicity program was conducted during the year in an attempt to correct major deficiencies in the Transport Inspectors' public image. Many people did not know they existed and those that did, thought they only inspected trucks.

A series of radio and newspaper advertisements and brochures were introduced, highlighting various aspects of the Transport Inspector and his role.

Vehicle Inspections

Approximately 85 100 vehicles were inspected during the year. This includes six monthly inspections of public passenger vehicles (except those operated by MTT) plus dangerous goods and other specialised vehicles.

Appendix 2.4 provides an analysis of vehicle inspections by type of vehicle, type of inspection and action taken where necessary.

Some 11 644 defective vehicles were identified through roadworthiness checks. Appendix 2.5 lists typical defects found, their frequency and the type of enforcement.

Prosecutions

The Branch's Prosecutions Section conducts court prosecutions arising fron the Transport Inspectors' activities, together with prosecutions for failure to transfer vehicle registrations and similar offences.

A total of 2 656 offences were handled during the year (a reduction of 9 per cent from the 1983–84 year). Of these, 1 779 were successful, twenty-five were adjourned *sine die*, sixty-five were dismissed under the Probationary Offenders Act, 573 were not proceeded with, and 214 cases were pending at 30 June 1985. Magistrates ruled against the Department in only six cases and four of those were successfully appealed.

The cases for which convictions were recorded are presented in the following table:—

Offence	*No. of Convictions*	*Total Fines, Costs and Penalties*
		$
Overloaded vehicle	640	104 948
Unregistered vehicle	315	13 378
Uninsured vehicle	273	7 610
Failure to transfer registration	219	9 485
Unlicensed Public Vehicle	72	3 450
Unlicensed Driver	42	1 372
Others	218	9 584
Total	1 779	$149 827

PUBLIC VEHICLE BRANCH

This Branch maintains records of all public vehicle licences on issue in the State. It also processes all applications for licences, changes of conditions and transfers for consideration by the Transport Commission.

Public Vehicle Licences

During 1984–85, 1 471 applications for new public vehicle licences were received together with forty-three applications for changes of conditions on existing licences. 468 licences were transferred between owners.

The Commission held sixty-one hearings to assist it to consider applications for new licences.

The action taken in respect of the applications received is summarised in the following table:—

Type of Application	*Issued*	*Withdrawn*	*Refused*	*Total*
New Licences—				
Carts	473	59	32	564
Carrier	10	1	....	11
Omnibus	33	4	5	42
Omnibus Exemption	4	....	3	7
Coach	16	1	....	17
Cab	7	1	2	10
Hire Car	3	....	1	4
Aircraft	6	1	5	12
Ancillary	804	(issued as of right)		804
Total new licences	1 356	67	48	1 471
Variation of licence conditions	35	....	8	43
Temporary licences	2	....	....	2
Total	1 393	67	56	1 516

An analysis of the Public Vehicle and Hire and Drive Licences on issues and the fees collected during the year are contained in Appendix 2.6.

Public Vehicle Licence fees have not increased since 1965 and this is reflected in the fees collected over the past five years, viz.:—

1980-81	*1981-82*	*1982—83*	*1983-84*	*1984-85*
$	$	$	$	$
114 092	134 960	130 491	135 010	135 369

Public Vehicles Licensing Appeal Tribunal (PVLAT)

As a consequence of Transport Commission decisions in respect of some public vehicle licence applications, eighteen appeals were lodged with the PVLAT. One appeal was upheld, thirteen were dismissed, two were withdrawn and two were awaiting a hearing at 30 June 1985.

The trend over the past five years has been:—

	1980-81	*1981—82*	*1982-83*	*1983-84*	*1984-85*
Appeals	45	22	24	19	18
Upheld	9	7	11	6	1
Dismissed	36	15	10	4	13
Withdrawn	....	....	2	7	2
Adjourned	....	....	1	1	....
Awaiting hearing	....	....	....	....	2

Out of Area Permit Fees

To encourage the use of the railway system, fees are charged for road cartage of bulk goods such as cement, logs, lime, superphosphate and coal, in competition with rail. The fees collected this year increased substantially due to more vigorous checking of supplier/transport operator records and because there were less permit free periods for the cartage of superphosphate compared with previous years.

The fees collected over the last four years are as follows:—

1981-82	*1982-83*	*1983-84*	*1984-85*
$	$	$	$
152 930	114 248	110 439	176 063

Details of out of area permits issued and fees collected are shown in Appendix 2.7.

Taxi Buy-Back Scheme

This scheme was introduced on 1 October 1983 to reduce the number of taxis in the Hobart area to improve the income of taxi owners and drivers whilst maintaining an acceptable standard of service to the public.

During the year, one prescribed car licence was surrendered to the Department (compared with sixteen surrendered last year) and one prescribed cab licence was re-issued. There are now 218 prescribed licences in the greater Hobart area.

There were twenty-four owner transfers during the year, nineteen of these were open licences and five were restricted but changed to open at the time of transfer.

The dramatic reduction in the number of licences surrendered this year suggests that the scheme has achieved its purpose. This was originally anticipated to take about five years, but the loan of $77 000 obtained by the Tasmanian Taxi and Hire Car Association to help fund the scheme has already been reduced to $12 000.

A statement of accounts for the Taxi and Hire Car Trust Fund is Appendix 2.8.

New Bus Services

New bus services were introduced by private bus operators in the following areas:—

- Hobart to Primrose Sands—weekdays
- Ambleside to Devonport Primary Schools—school days
- West Ulverstone to Ulverstone Primary Schools—school days
- Swan Bay/Windermere to Scotch Oakburn College—school days
- Stanley/Smithton—weekdays
- Ecclestone Road to Riverside High—school days
- East Wynyard/Wynyard High School—school days
- Ulverstone/Preston—alternative Thursdays
- Hobart/Bothwell—Friday afternoons only

In addition to the above, two new services were introduced at public request but later terminated because of poor patronage, viz.:—

- Devonport to Burnie—Saturday mornings
- Sheffield/Railton/Latrobe/Devonport—Thursdays only

MOTOR REGISTRY BRANCH

This Branch maintains records of all registered vehicles and licensed drivers in the State. It provides counter services to the public from offices at Hobart, Launceston (2), Devonport and Burnie. The Branch tests learner drivers (and those seeking endorsements for heavy vehicles etc.) at all its offices and conducts two levels of motorcycle rider training in Hobart, Launceston, Penguin and Smithton.

Vehicle Registrations

Vehicle registrations (including renewals, but excluding tractors and trailers), increased by 2·8 per cent to 265 084 over the year (see Appendix 2.9).

The number of new vehicles (excluding motor cycles) registered increased by 9·2 per cent to 18 571 whilst new motor cycle registrations decreased by 3·5 per cent to 991 (see Appendix 2.10).

Drivers Licences

Driver's licences (including renewals) issued during the year totalled 203 291. There were 257 208 licences on issue at 30 June 1985.

The number of new licences issued increased by 1·3 per cent to 17 832.

The three year licence scheme is favoured by 42 532 drivers, whilst the two year scheme finds favour with only 10 870 drivers.

Drivers Licence Disqualifications

During the year 8 217 persons were disqualified for drink/driving offences, demerit points disqualifications and other offences inclusing speeding, driving whilst disqualified and failing to obey road signs and traffic signals. The trend over the past five years is as follows:—

	1980–81	*1981–82*	*1982–83*	*1983–84*	*1984–85*
Disqualified for drink/driving offences	3 531	3 480	3 718	4 727	4 718
Demerit points	1 281	1 631	2 007	1 969	1 934
Other offences	1 847	1 544	1 703	1 685	1 565
Total	6 659	6 655	7 428	8 381	8 217

The disqualification periods imposed and the licence status of the 8 217 disqualified drivers are compared for the last three years in the following two tables:—

Disqualification Period	*1982–83*	*Per cent*	*1983–84*	*Per cent*	*1984–85*	*Per cent*
90 days (demerit points)	2 007	(27·0)	1 969	(23·5)	1 934	(23·5)
0–3 months	657	(8·9)	621	(7·4)	669	(8·1)
3–6 months	1 337	(18·5)	1 559	(18·6)	1 667	(20·3)
6–12 months	1 605	(21·6)	2 058	(24·6)	1 845	(22·5)
12–24 months	1 152	(15·5)	1 457	(17·4)	1 399	(17·0)
24 months and over	630	(8·5)	717	(8·5)	703	(8·6
Total	7 428	(100%)	8 381	(100%)	8 217	(100%)

Licence Status	*1982–83*	*Per cent*	*1983–84*	*Per cent*	*1984–85*	*Per cent*
Leaner (including out of State if known)	273	(3·6)	283	(3·4)	205	(2·5)
Provisional (including out of State if known)	1 260	(17·0)	1 197	(14·3)	1 223	(14·9)
Ordinary (including out of State if known)	4 528	(61·0)	5 247	(62·6)	5 245	(63·8)
Driving without a licence (including disqualified)	1 368	(18·4)	1 654	(19·7)	1 544	(18·8)
Total	7 428	(100%)	8 381	(100%)	8 217	(100%)

As indicated there were 1 934 licence suspensions for ninety days arising from the accumulation of either nine or four demerit points. The trend over the past five years is as follows:—

	1980–81	*1981–82*	*1982–83*	*1983–84*	*1984–85*
Nine points in three years	874	1 218	1 411	1 414	1 460
Four points in one year (provisional licence holder)	407	413	596	555	474
Total	1 281	1 631	2 007	1 969	1 934

Restricted Drivers Licences

A 'restricted driver's licence' is issued by the Department on the authority of a court order. It is intended to overcome unusual hardship resulting from disqualification by permitting a person to drive subject to restrictions imposed by the Court. This year 1 214 licences were issued. The trend over the past five years is:—

1980–81	*1981–82*	*1982—83*	*1983–84*	*1984–85*
796	797	877	1 002	1 214

Motor Cycle Rider Training Scheme

The branch conducts motor cycle rider training in Hobart, Launceston, Penguin and Smithton.

There are two levels of training:—

- Level 1—required for all riders resident within twenty-five km of Hobart, Launceston, Devonport, Burnie and Smithton before obtaining a learners licence; and
- Level 2—required for riders resident within fifty km of Hobart, Launceston, Devonport, Burnie and Smithton before obtaining a provisional licence.

Training only commenced in Smithton during the latter half of this year.

Level 1

Centre	No. of Courses	No. of Students	Pass	Failed or Not Completed
Hobart	158	592	549	43
Launceston	75	300	268	32
Devonport	38	156	136	20
Burnie	35	140	127	13
Smithton	3	12	12	....
Total	309	1 200	1 092	108

Level 2

Centre	No. of Courses	No. of Students	Pass	Failed or Not Completed
Hobart	71	257	242	15
Launceston	27	103	96	7
Devonport	16	66	52	14
Burnie	12	45	42	3
Smithton	1	5	5	....
Total	127	476	437	39

Vehicle Securities Register

In November 1984, the Motor Registry established a register of financial interests in motor vehicles, motor cycles, caravans and trailers registered in Tasmania.

Members of the public are now able to check by telephone whether there is any hire purchase or other finance affecting any vehicle in which they are interested. Unregistered interests cannot be recovered from innocent purchasers.

At the date of commencement 34 447 security interests were recorded. Since then a further 13 598 interests have been added to the register and 12 103 removed.

The types of interests currently recorded are outlined below:—

Hire Purchase	14 594
Lease	7 709
Mortgage/Other	13 639
	35 942

There were 7 651 telephone enquiries between 12 November 1984 and 30 June 1985.

TRAFFIC ENGINEERING DIVISION

The Traffic Engineering Division has authority under the Traffic Act for the approval, prior to installation, of all regulatory traffic control devices. The approval includes traffic signals, signs, line markings, traffic islands, and standing restrictions, including loading zones, bus stops and restricted parking.

Given its authority the Department has the specialist engineering role of safely managing all pedestrian and vehicular traffic on the State's road network.

To carry out its role the Division offers a broad range of opportunities for staff engaged in specialist areas such as traffic engineering, state of the art computer technology, accident research, administration, electronic, electrical and other trade fields. Typical example of specialisation in the Division is the in-house facilities provided for CCTV traffic surveillance camera and computer peripheral installation and back up maintenance of all equipment by trained staff.

The following is a summary of the years activities:—

Administration Group

With a budget appropriation this year of $2.077m the Administration group provided stores control, clerical and budget support to the Division. The group maintains the Division's bin store operation and co-ordinate maintenance and replacement programs for vehicles, plant and equipment.

Traffic Signals Group

The opening of the Southern Outlet extension from Davey Street into Macquarie Street and the conversion of Davey and Macquarie Streets one-way status required close co-operation between Transport Tasmania, Department of Main Roads and the Hobart City Council. The project involved the modification of sign controls, road markings, and traffic signals along the Macquarie/Davey Streets one-way traffic system.

In Hobart new signals were installed at:—

- Macquarie Street/Southern Outlet
- Olinda Grove/Southern Outlet
- Beach/Clarence Streets, Bellerive.

The opening of the Launceston Southern Outlet also required new signals and modifications at the following locations:—

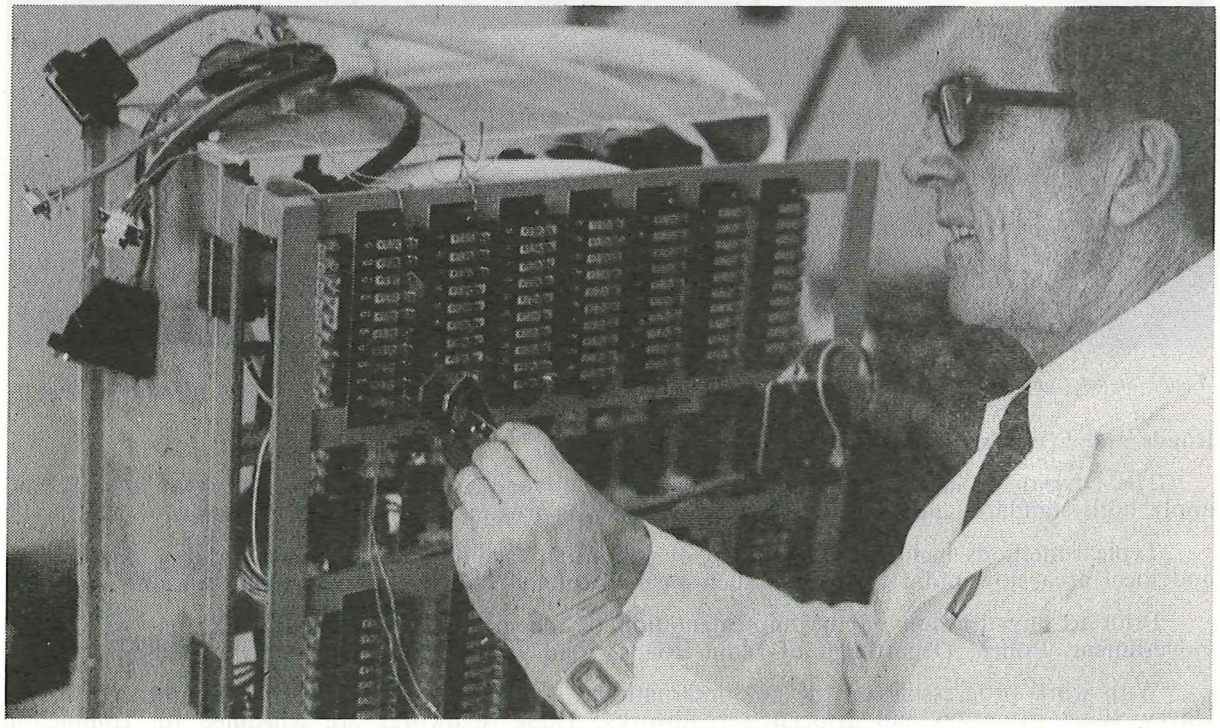
- Glen Dhu Connector/Southern Outlet Ramp
- Glen Dhu Connector/Wellington Street
- Charles/Cimitiere/Road 3
- Howick/Wellington Streets
- Bathurst/Brisbane Streets.

Along the North West Coast new traffic signals and modifications were provided at:—

- Formby Road/Stewart Street
- Wilmot/Wilson Streets
- Bass Highway/West Park Grove
- Cattley/Wilson Streets.

Traffic Signal Co-ordination

Planning has commenced for the introduction of a small co-ordination system for the North West Coast in conjunction with the Burnie Expressway works.



Traffic signal control equipment being modified prior to installation on site.

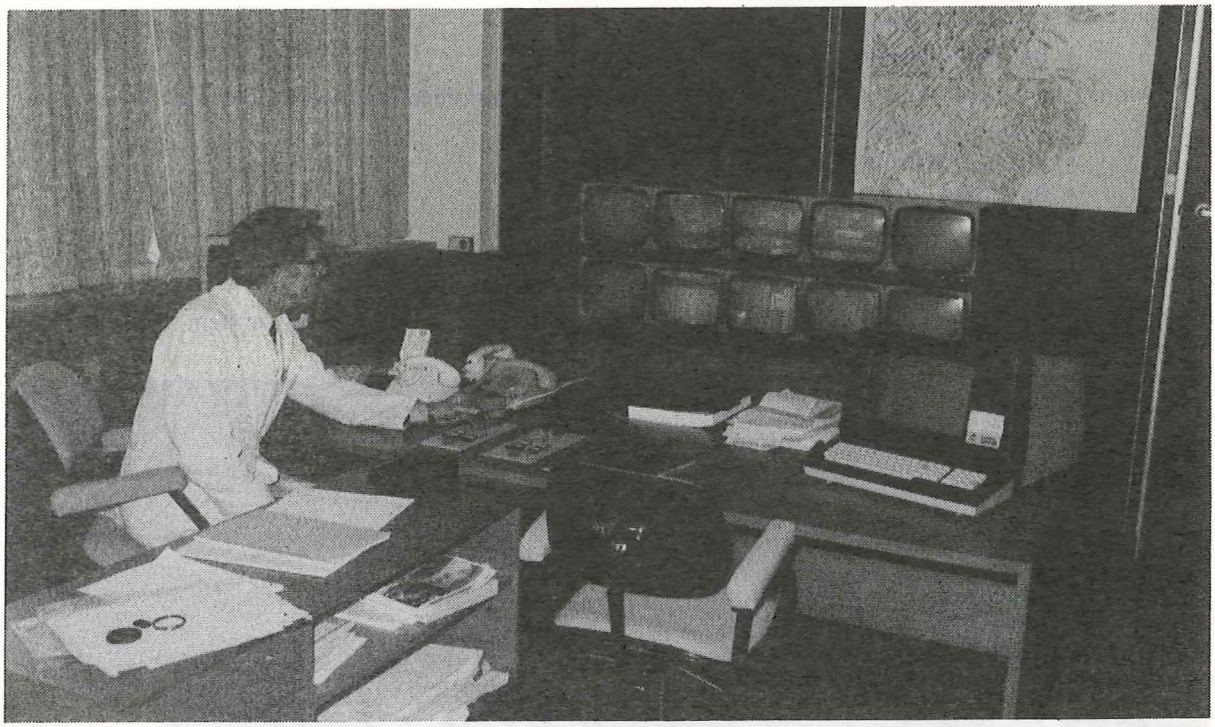
Mainframe Computer Peripheral Maintenance

This area of activity is expanding and now provides a cost effective Statewide service capability. Users taking advantage of the skills offered by the Division include:—

- Tasmanian Ambulance Service
- Australian National
- State Fire Commission
- TFDA
- Metropolitan Transport Trust
- Tasmania Police
- State Emergency Service
- PTA Engineering
- tt-Line.

Radio Traffic Reports

The ABC in Hobart continues to provide daily peak period and emergency traffic reports from information received from the Traffic Engineering Division's central control room. The service has now been expanded to include the commercial radio 7HO. Transport Tasmania wishes to acknowledge both the ABC's and 7HO's generous assistance and support. The information service has been well received by the public.



Traffic Signal Control Room—part of the area traffic surveillance and control provided in the central city area of Hobart.

Roads and Services Group

The Division is actively committed to an ongoing road safety service operation to identify and apply both standard and innovative traffic engineering treatment at problem locations.

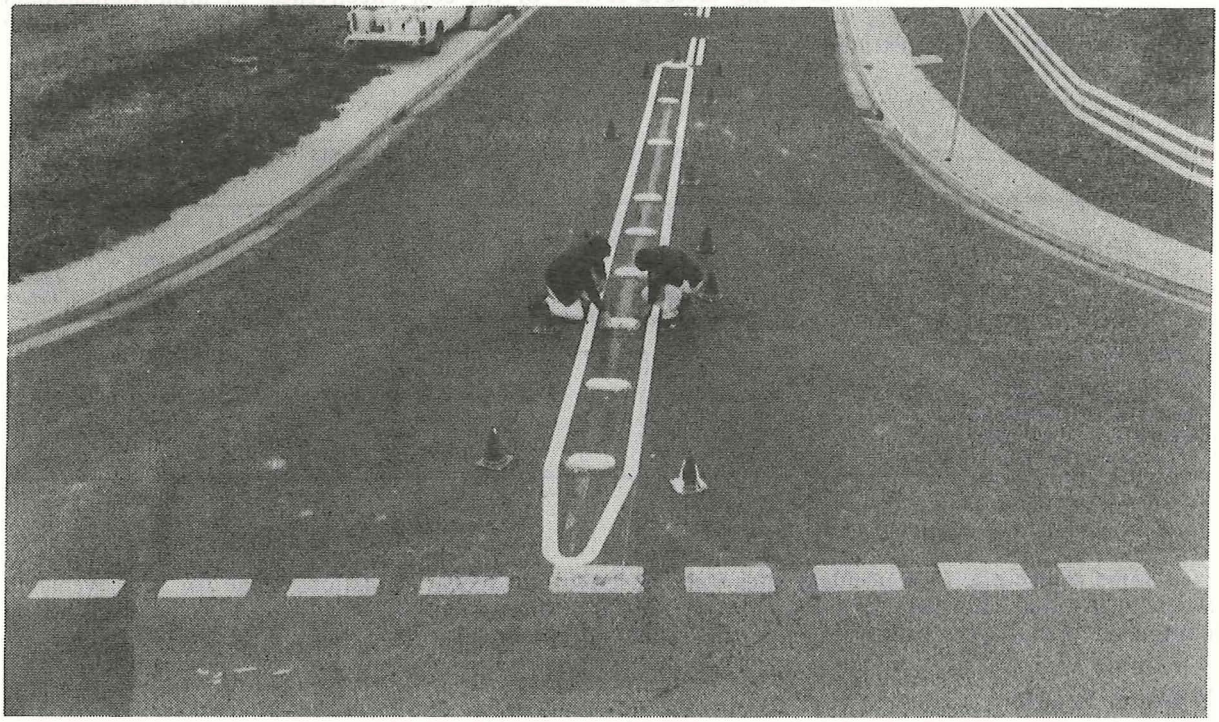
Typical methods include the provision of pedestrian facilities, specific road marking and signing, and local area slow point treatments such as mini-roundabouts and offset channelisation.

Prior to any decision on the implementation of schemes the Division works closely with Local Government, Police, Department of Main Roads, road user organisations and the general public.

With work progressing on the new international hotel site, design work has commenced on the Davey Street extension and associated roadworks. These roadworks are scheduled for completion before the opening of the hotel.

Road Signs and Markings

As a result of 1 500 traffic engineering investigations during the year some 600 traffic control devices and schemes involving the installation of signs and markings were approved. Replacement signs and markings were provided in 500 situations.



Safety Bar Traffic Island—provided for the delineation of intersections and control of vehicle turns.

Traffic Studies

With the ongoing changes in traffic patterns the Division is actively engaged in traffic studies around the State. Some of the studies completed or commenced during the year are:—

- Launceston Velodrome—Impact on Local Traffic
- Launceston Central Area Traffic Study (CATS)
- Review of Rail Level Crossing Protection in Tasmania
- Traffic Impact Marine/North Terrace, Burnie—Road Closure
- West Devonport Traffic Management Plan
- Wynyard/Somerset Study.

Accident Research Group

The group manages a computerised analysis system based on all reported traffic accidents and the subsequent information is used in the preparation of statistical reports assisting in such areas as:—

- Police analysis and traffic engineering
- Police traffic control
- Department of Main Roads
- City and municipal engineering and planning.

Major effort in this group is directed into two areas:—

(1) The overall accident trend analysis.

(2) The provision of reports on specific traffic engineering related matters for use in the analysis of road system performance.

The aim of each area is to detect major problem categories and those most suitable to improvement and to develop and foster the implementation of countermeasures.

Black Spot Programme

This year twenty-six problem sites were reviewed. In 1985–86 a new computer ranking method will be used to provide all black spot listings.

As can be seen from the following table a review of the cost effectiveness of mini-roundabouts installed in residential streets was carried out. The road safety improvements provided through these devices are clearly demonstrated.

Table 1—Cost-Effectiveness of Mini-Roundabouts

Intersection	*Year of Implementation*	*Number of Accidents 'Before and After'* (Approx. 3 years)	(Approx. 3 years)	*Percentage Acc. Reduction*	*Estimated Annual Savings*	*Estimated Construction Costs*	*Approx. First Year Rate of Return*
				$	$	$	%
Berega/Tanundal (Clarence)	1981	5	....	100	10 700	2 000	535
River/South (Clarence).....	1983	9	....	100	4 750	3 000	158
High/South (Clarence)	1981	2	....	100	675	3 000	25
Abbott/David (Launceston).....	1980	6	1	88	4 700	N.K.	N.K.
Leven/Risby (Ulverstone).....	1983	3	....	100	20 000	N.K.	N.K.
Lannsdowne/Pine Hill (Hobart).	1983	4	1	75	7 000	N.K.	N.K.

Fatal Accident Locations

Some eighty-one fatal accident sites were reviewed and recommendations made for improvements where warranted. Further streamlining with the reporting system enabled most basic analysis to be completed within one working day of the fatality occurring.

Research Reports

The following is a selection of titles of reports which were prepared during the year:—

- An Accident Information Input to Accident Deterrence Strategy
- Climbing Lanes and Traffic Accidents
- The Current Pedestrian Accident Situation in Tasmania
- Safety Performance of Northern Outlet Road 1977–84
- Influence of Random Breath Testing and Reduced Permissible Blood Alcohol Level on Reported Traffic Accidents in Tasmania
- Traffic Accident Outlook, Problems and Opportunities 1985
- Traffic Accidents and Seat Belt Usage in Tasmania
- Open Road Vehicle Speeds in Tasmania
- Traffic Accidents in Tasmania: A Chart Book of Trends
- Child Restraint Survey, Hobart.

ROAD SAFETY DIVISION

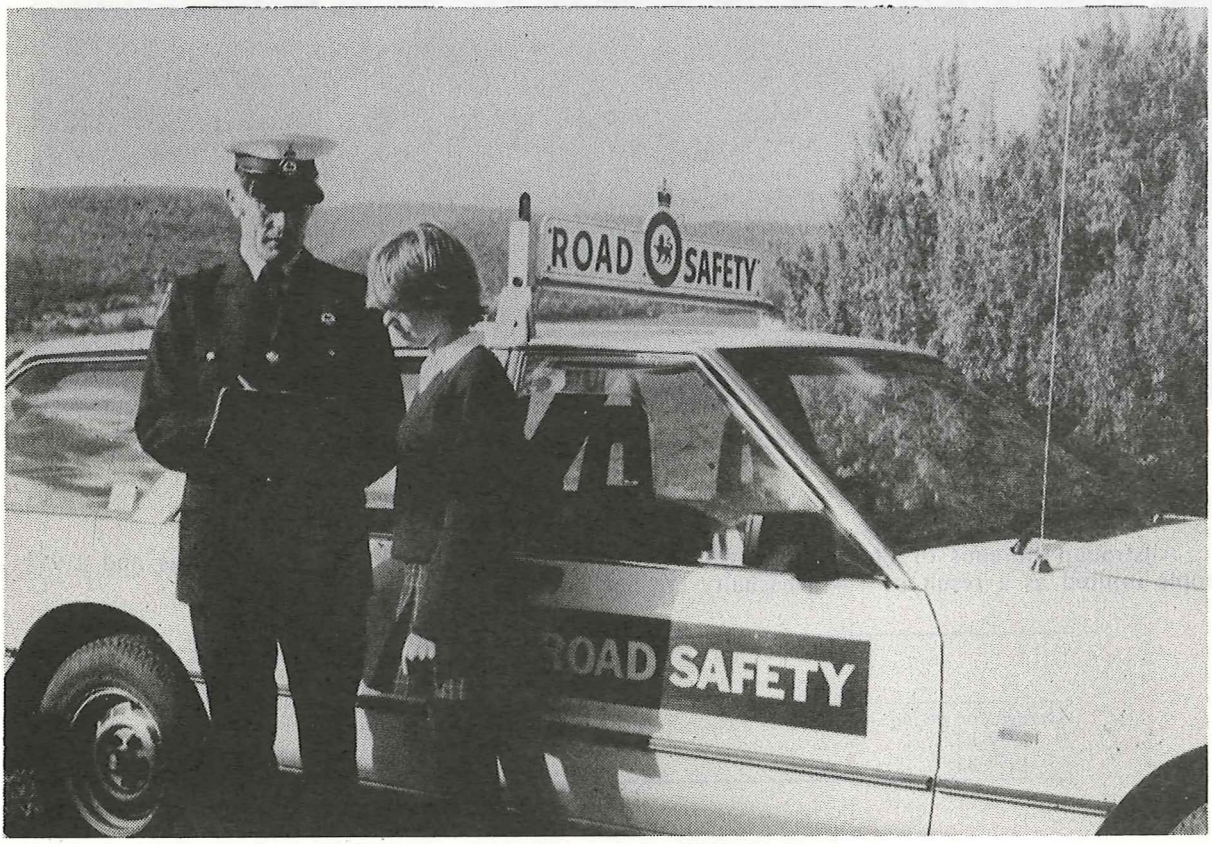
Committees

The Division represents the State on the national Advisory Committee on Promotion and Education in Road Safety. At the State level it is represented on the Road Safety Development Committee whose membership comprises senior Departmental Heads from the Transport, Police and Main Roads Departments and whose function is to formulate road safety policy in the State. The Division is also represented on the Road Safety Liaison Group which is an inter-Departmental liaison sub-committee responsible for workforce co-ordination between the Transport, Police and Main Roads Departments.

Road Safety Education

One of the major objectives of the Division is to seek to inform people to adopt safer road practices through the delivery of education programmes. In recognition that young people are among the highest risk casualty groups and it is crucial to have them adopt safe behaviour and attitudes in their formative years, these programmes tend to focus on school students. In the southern region there has been a significant enrolment increase in one of the programmes, the fourteen hour pre driver education course, as a consequence of the Division gaining access to the conveniently located Dowsings Point where the former parking bays for the old Bailey Bridge are now being utilised as training roads for the development of practical driving skills.

The school education programmes are presented by nine Road Safety Officers working co-operatively with teachers. These officers also deliver many adult road safety education programmes ranging from lectures to convicted first year drink-drive offenders to defensive driving courses undertaken by Government and private enterprise groups. They also address many community groups and service clubs.



Pre Driver Education is provided by the Division to 4 500 secondary school pupils annually.

School Pupil Pedestrian Supervision

The sixty-nine part-time adult crossing guards continue to provide a very efficient service to protect children near schools and no serious child accidents have occurred during the year at these locations.

Road Safety Publicity and Communication

The cost of paid media publicity has continued to rise which had made it difficult to maintain extensive campaigns for the major problems of drink-driving, speed and the failure of all car occupants to use seat belts. The Division, however, has continued its efforts to promote free publicity in the press, television and radio to supplement advertising expenditure, especially in relation to ·05 and random breath testing. It has also developed a new television commercial comprising one sixty second and two thirty second segments which it intends to release in the 1985 pre Christmas period.

'Action'. The camera crew readies its equipment during production of the Division's new television commercial.

Road Deaths and Injuries

Australian Bureaus of Statistics figures show that there were eighty-six road deaths and 1 952 people injured as a result of 1 436 casualty crashes.

	Killed	*Injured*	*Casualty Accidents*
Average for period:—			
1979–84	92	1 981	1 422
1984–85	86	1 952	1 436

PTA ENGINEERING

PTA Engineering continued to suffer from the recession with some improvement being experienced in the last four months of the year. Sales recorded for the year increased by 40 per cent to $2 360 000. The loss for the year although slightly improved on the previous year's result was a disappointing $1 236 641. Once again idle time contributed heavily to the poor results.

Major contracts undertaken for the year included the design and manufacture of Roll Trailers for Brambles, the supply of Boeing 757 Fan Housing Mounting Brackets, the supply of Jet Engine Fuel Pump parts for Pratt & Whitney and major rebuilds on mining Drill Rig components for E.Z. Rosebery. Mining equipment spare parts made a significant contribution to the total sales. Direct sales from stock (Mining Equipment Spares) for the twelve months was $658 000 up 15 per cent on the previous year.

New prospects together with encouraging indications of economic recovery should see further improvement in PTA's financial performance. New prospects include:—

(1) With the successful completion of the first production runs on the Boeing 757 Mounting Brackets, a good chance now exists for more similar work.

(2) Work has been successfully undertaken for Pratt & Whitney with the supply of Jet Engine Fuel Pump parts. Pratt & Whitney has indicated its desire to expand activities in subcontracting in Australia; PTA is now well situated for further work.

(3) A recent visit to Menasco, California by our agent, Mr J. Wright, gives good reason to believe that PTA has a strong chance of gaining aircraft undercarriage component manufacturing work. PTA recently bid for approximately $500 000 worth of work and recorded the lowest bid for 70 per cent of the package.

(4) Several visits to Jakarta by consultants and subsequent discussion with intended joint venture partners have further developed PTA's plans for manufacturing in Indonesia.

(5) Through the successful business relationship with EIMCO, arrangements have been made to build complete drilling machines at PTA under licence from Mazda Toyo in Japan. Testing of the drill built for Australian conditions has commenced at E.Z. Company, Rosebery. The market could be as large as $1 000 000 per annum.

(6) Robbins Pty Ltd has signed a letter of agreement to develop and market its new generation of hydraulic motors. A market is presently being sought in the U.S.A. through the defence industry to develop a base load for production.

These prospects together with an improving economy should see an improvement in PTA's trading position for the 1985–86 financial year.

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- 1.10 Transport Research and Facilities Trust Fund

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5. TT-LINE—
- 5.1 Balance Sheet

Appendix 1.1

TRANSPORT DEPARTMENT

Balance Sheet as at 30 June 1985—Transport Act 1981, Section 18 (1e)

1983-84 $		$	1984-85 $	$
	(A) NATURE AND SOURCE OF FUNDS—			
	(1) For Permanent Capital—			
7 285 449	From interest bearing loans by State Treasury, *less* amounts written off and repayments	....	5 709 305	
	From interest bearing loans by Commonwealth Government, *less* repayments—			
480 067	M.V. 'Straitsman'	....	....	
32 340	P.T.A. Engineering	....	....	
106 166	From non-interest bearing contributions (Commonwealth) being value of machine tools and equipment on loan	....	106 166	
958 078	From Commonwealth Government Section 96 Grant 'Abel Tasman'	....	26 000 000	
....	From interest bearing loan by State Treasury re 'Abel Tasman'	....	10 000 000	
400 240	From non-interest bearing contribution (State Treasury)—Whitemark Wharf Reconstruction	....	860 300	
9 262 340				42 675 771
	(2) For Working Capital—			
6 001 389	From interest bearing advances by State Treasury for Working expenses, purchase and manufacture of stores	6 501 389		
37 135 888	From non-interest bearing contributions from Consolidated Revenue for losses 1.7.74 to 30.6.84	43 555 054		
43 137 277			50 056 443	
43 555 054	*Less* Accumulated Loss 1.7.74 to 30.6.85	....	50 552 826	
417 777*Dr*	**Total Net Funds for Working Capital**	....	....	496 383*Dr*
640 290	**(3) Loan Redemption Reserve Account**	....	....	579 340
135 744	**(4) Contribution by Commonwealth Government towards Reduction of Loan Liability**	....	....	122 315
	(5) Provisions—			
19 833	Motor Vehicle Insurance Fund	....	20 898	
329 471	Workers' Compensation Fund	....	362 232	
143 989	Provision for Annual and Long Service Leave	....	195 376	
493 293			578 506	
10 113 890	**Total Net Funds for all Purposes**			43 459 549
	(B) THIS SUM IS REPRESENTED BY—			
4 364 897	(1) Marine Services, Plant and Equipment	1 228 887		
4 249 818	*Less* Provision for Depreciation	1 711 424	(482 537)	
115 079				
2 026 876	P.T.A. Engineering	2 026 479		
847 294	*Less* Provision for Depreciation	971 139	1 055 339	
1 179 582				
2 420 091	Land and Buildings	2 432 418		
673 901	*Less* Provision for Depreciation	776 678	1 655 740	
1 746 190				
591 933	Aerodromes and General	593 760		
426	*Less* Provision for Depreciation	425	593 335	
591 507				
1 301 612	Computer Equipment	1 675 234		
811 629	*Less* Provision for Depreciation	1 105 483	569 751	
489 983				
958 078	M.V. 'Abel Tasman'	....	34 557 516	
400 240	Whitemark Wharf Reconstruction	....	850 300	
5 480 659	**Total Net Fixed Assets**	....	....	38 799 444
	(2) Investments:—			
3 877 468	Depreciation Account invested with State Sinking Fund Commissioners	....	....	2 629 050
	(3) Current Assets—			
28 300	Cash in Transit—P.T.A. Engineering	65 998		
1 783 200	Stock on hand, materials and works in progress	1 809 987		
965 265	Bank	2 745 404		
13 390	Advances held by Accounting Officers	54 838		
1 627 792	Sundry Debtors	3 461 778		
82 671	Prepayments	292 988		
....	Deposit Account	500 000	8 930 993	
4 500 618				

Appendix 1.1—*continued*
TRANSPORT DEPARTMENT
Balance Sheet as at 30 June 1985—Transport Act 1981, Section 18 (1e)—continued

1983-84 $		$	1984-85 $	$
	Less Current Liabilities—			
4 121 469	Sundry Creditors, including Deposits Held	....	7 334 938	
379 149	**Total Net Current Assets**	....	....	1 596 055
	Deferred Assets—			
376 614	Revenue—Expenditure	....	....	435 000
$10 113 890				$43 459 549

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

The financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year are shown in each statement.

1. ACCOUNTING POLICIES

The following policies have been adopted in the preparation of the statements:—

(a) ***Historical Cost*** Financial statements have been prepared on the basis of historical cost, and in accordance with Accounting Standards relative to the Department's operations.

(b) ***Accounting Basis*** Financial statements are prepared on an accrual basis. End of year accruals are taken to account for wages and salaries due to be paid between the close of the pay-roll period and 30 June. Formal creditors accounts are not maintained but an amount estimated as owing to creditors at 30 June is brought to account.

(c) ***Depreciation*** Fixed assets, excluding retired assets (fully depreciated), are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write the assets off over the expected economic life of the asset.

(d) ***Insurance*** All assets have been insured through the Tasmanian Government Insurance Office.

2. LOANS

Loans are provided by the State Government, and specific Loans for the Coastal Shipping Service and the P.T.A. Engineering provided by the Commonwealth Government were repaid in 1984-85. Funds for the purchase, modification and positioning of the 'Abel Tasman' were provided by the Commonwealth Government $26 000 000 (S.96 Grant) and State Government $10 000 000 (Interest bearing loan).

Non-interest bearing contributions by the Commonwealth Government refer to the value of machine tools and equipment on loan from the Commonwealth Government and held in perpetuity.

3. WORKING CAPITAL

Annual losses of the Commission are reimbursed from Consolidated Revenue and are non-interest bearing as provided under Section 19 (2) of the Transport Act 1981.

The trading divisions of the Commission incurred an increased working loss of $·273 m which, together with increased costs of administration, public vehicle control and interest and depreciation charges, made it necessary to apply to the Treasurer for an advance as provided under Section 13 (1) of the Transport Act 1981.

An interest bearing advance of $·5 m was provided by the Treasurer to fund these additional costs in 1984-85.

The amount of working capital advanced to P.T.A. Engineering at 30 June 1985, amounted to $2 487 876 which is basically represented by the current assets for P.T.A. Engineering as shown in the balance sheet.

4. PROVISIONS

The following provisions have been made in the financial statements:—

Workers' Compensation The provision for workers' compensation relates to the Marine Division only and the respective balances at 30 June 1985, being:—

	$
Coastal Shipping Service	254 435
Bruny Island Ferry Service	107 797
	$362 232

It is considered that these provisions are sufficient at this time.

Motor Vehicles This provision has been created to cover cost of repairs to Departmental vehicles, and/or third party property involved in accidents. The provision at 30 June 1985, amounted to $20 898. It is considered this balance is adequate.

Annual and Long Service Leave This provision relates to accrued annual and long service leave at 30 June, and is in respect of the P.T.A. Engineering only. Because of financing constraints, the liability relating to other divisions is shown as a Contingent Liability. The provision has been calculated on employees salary and wages rates at 30 June 1985, and at that date amounted to $195 376.

In accordance with the State Employees (Long Service Leave) Act 1950 the long service leave liability includes all employees with ten or more years of service.

5. FIXED ASSETS

(a) Fixed assets, excluding retired assets (fully depreciated), are shown in the financial statements at the cost of acquisition. The contractual arrangement for the purchase of the 'Abel Tasman' provided for payment in 1984 of a 5 per cent deposit which amounted to $958 078. The balance of purchase price, modifications and positioning costs were paid in 1984-85 and funded by both the Commonwealth and State Governments. Further progress and final payments totalling $450 060 were made on account of the Whitemark Wharf Reconstruction.

(b) Marine Services—The balance of this account at 30 June 1985, was $482 537 (credit). This balance reflects the past practice of accumulating interest earned on depreciation funds invested and retained in the provision account even though the asset may be retired or sold.

6. INVESTMENTS

State Sinking Fund

Under Section 17 of the Transport Act, 1981, the Department must make provision for the depreciation of absolescence of any plant, machinery or other assets of a wasting nature, and to invest such moneys with the State Sinking Fund Commissioners. Interest earned on investments is credited to the Fund and amounts may be withdrawn for either new capital purchases, or renewals, and contributions to the National Debt Commission.

7. COMMONWEALTH GOVERNMENT SINKING FUND CONTRIBUTION

This item is at variance with Treasury records of the same item due to the Commission's practice of accounting for reductions in the fund of contributions made over the years to identifiable assets (generally Marine) when those assets are sold or retired. These contributions are included when calculating profit or loss on assets sold and since 1977 have accumulated to the variant figure at 30 June 1985 of $45 483.

8. CURRENT ASSETS

This item includes amounts relating to TT Line operations prior to 30 June 1985 comprising:—

Sundry Debtors—$1 519 340 (preliminary expenses)

Sundry Creditors—$2 250 556 (accrued payments, advance bookings)

9. DEFERRED ASSETS

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

10. INTEREST ON TREASURY LOANS AND ADVANCES

Interest charged to the respective Trading and Profit and Loss Account reflects the net cost of interest charged by Treasury after allowing credits for capital reductions of loans and monies held on deposit at Treasury. In 1984-85 these amounted to $109 502 and $66 007 respectively.

11. CONSULTANTS/ADVERTISING

Consultant/Advertising costs in 1984-85 amounted to $926 952 and comprised:—

	$	$
Advertising—		
TDT	177 521	
TT Line	284 429	461 950
Consultants—		
TDT	69 936	
TT Line	395 066	465 002
		$926 952

Advertising costs include $122 049 directly attributable to Road Safety Publicity and TT Line expenditure was wholly included with other preliminary expenses of setting up the vessel and capitalised.

12. SOURCE OF FUNDS

	$	$
Funds from State Treasury—		
Loss 1983-84	6 419 166	
Loans (Net) including Commonwealth S.96 Grant	33 921 214	40 340 380
Funds from Commonwealth—		
Government—Reduce Loan Liability	....	20 244
Funds from Sinking Fund	....	410 000
Increase in Provisions	....	85 214
Decrease Investment Sinking Fund	.....	1 248 418
Increase in Current Liabilities—Sundry Creditors	....	3 213 469
		45 317 725
Application of Funds—		
Loss 1984-85	....	6 997 772
Repay Commonwealth Government Loans—		
P.T.A. Engineering	....	32 340
'Straitsman'	....	480 067
Increase in Fixed Assets (Net)	....	33 318 785
Increase in Current Assets—		
Deposit Account	500 000	
Stock on Hand, Work in Progress	26 787	
Prepayments	210 317	
Advances	41 448	
Bank	1 780 139	
Cash in Transit	37 698	
Debtors	1 833 986	
	4 430 375	
Increase in Deferred Assets	58 386	4 488 761
		$45 317 725

13. TRAFFIC ACCOUNT

Included in this Account is the net costs of the Traffic Engineering Division including the provision and maintenance of Traffic Control facilities. The Division is funded in part from Consolidated Revenue and the Balance from funds provided from the Transport Research and Facilities Trust Fund.

The Trust Fund contribution in 1984-85 amounted to $1 128 524.

Appendix 1.2

TRANSPORT DEPARTMENT—CONSOLIDATED TRADING ACCOUNT

Year Ended 30 June 1985

1983-84 $		1984-85 $
472 119	Balance from Bruny Island Service Trading Account	445 955
523 351	Balance from Coastal Shipping Service Trading Account	888 638
835 897	Balance from Precision Tool Annexe Engineering Trading Account	772 549
$1 831 367		$2 107 142

Appendix 1.3

TRANSPORT DEPARTMENT—PROFIT AND LOSS ACCOUNT

Year Ended 30 June 1985

1983–84 $		$	1984–85 $
	REVENUE—		
135 010	Public Vehicle Fees	....	137 856
91 000	Contribution from Department of Main Roads towards cost of Inspection and Weighing of Motor Vehicles	....	73 250
266 000	Contribution from Motor Registry towards Inspection of Motor Vehicles	....	280 000
	Data Processing—		
221 320	External	308 013	
582 000	Internal	627 010	935 023
46 517	Miscellaneous	....	51 065
1 341 847			1 477 195
	LESS EXPENDITURE—		
1 831 367	Balance from Consolidated Trading Account	....	2 107 142
	Secretariat—		
442 223	Salaries and Wages and Payroll Tax	473 628	
135 323	Salaries and Wages (Cleaning)	132 426	
143 660	Salaries and Wages (Records)	132 341	
146 207	Salaries and Wages (Legal)	148 188	
7 725	Advertising	5 627	
47 411	Electricity	54 659	
8 909	Insurance	4 365	
79 639	Repairs and Maintenance Buildings	48 737	
27 859	Municipal Charges	30 543	
18 954	Stationery, Printing and Supplies	24 990	
16 917	Rental—Offices and Buildings	14 438	
91 101	Telephone/Telex	124 143	
12 261	Motor Vehicle Costs	19 441	
10 082	Furniture (Repairs and Maintenance, Purchase, etc.)	5 301	
8 372	Office Machines (Repairs and Maintenance, Purchase, etc.)	9 092	
75 320	Other Costs	131 148	
18 013*Cr*	Recovery—Printing Costs	20 736*Cr*	
162 478	Superannuation/Pensions and Gratuities	164 306	
22 963	Ministerial Office Support	26 827	
1 439 391			1 529 464
	Finance Branch (including Internal Audit)—		
431 276	Salaries and Wages and Payroll Tax	456 524	
18 400	Audit Fees	26 400	
202 328	Superannuation, etc.	155 971	
12 760	Other Costs	17 107	
7 106	Printing, Stationery and Supplies	6 256	
4 530	Bank Debit Tax	5 509	
50 000	Data Processing	49 920	
726 400			717 687
	Data Processing—		
417 113	Salaries and Wages and Payroll Tax	458 400	
8 147	Superannuation, etc.	8 194	
11 853	Electricity	13 665	
17 495	Stationery	22 234	
7 277	Insurance	9 067	
40 601	Datel Private Lines	38 981	
112 390	Repairs and Maintenance, Prime Equipment	164 503	
38 863	Other Costs (including Purchases/Alterations)	34 458	
38 967	Software Development	7 676	
692 706			757 178
	Economic Planning and Research (inc. Library)—		
111 412	Salaries and Wages and Payroll Tax	162 476	
5 548	Printing, Stationery and Supplies	8 074	
3 532	Publications—Subscriptions	6 794	
3 000	Data Processing	4 030	
16 877	Other Costs	15 170	
6 143	Special Studies (Consultants)	6 500	
144 512			203 044
	Marine Division—Non-operating—		
105 171	Salaries and Wages and Payroll Tax	224 629	
10 312	Travelling Expenses, Fares, etc.	2 237	
1 466	Other Costs	10 243	
1 250	Advertising	10 731	
....	Superannuation and Gratuities	55 635	
118 199			303 475

Appendix 1.3—*continued*

TRANSPORT DEPARTMENT—PROFIT AND LOSS ACCOUNT

Year Ended 30 June 1985

1983-84 $				$	1984-85 $
	Study Co-ordination—				
64 995	Salaries and Wages and Payroll Tax			....	
16 629*Cr*	Recovery (D.M.R.)			....	
2 966	Other Expenses			....	
51 332					....
$		$	$	$	
	Public Vehicle Control—	Public Vehicles	Vehicle Sandards		
1 004 151	Salaries and Wages and Payroll Tax	257 505	861 180	1 118 685	
72 630	Superannuation	75 326	21 073	96 399	
23 000	Data Processing	18 980	5 980	24 960	
25 116	Travelling Expenses, Fares, etc.	4 912	24 987	29 899	
5 018	Advertising	16 659	1 666	18 325	
4 605	Electricity	....	4 633	4 633	
7 360	Postage	8 498	3 780	12 278	
27 490	Printing, Stationery and Supplies	17 791	14 869	32 660	
8 964	Telephones—Radio Licences	552	11 678	12 230	
53 718	Motor Vehicle Costs	1 304	60 590	61 894	
8 537	Uniforms	105	13 047	13 152	
34 965	Other Costs	4 189	40 527	44 716	
12 723	Plates/Labels	9 120	....	9 120	
1 288 291		414 941	1 064 010	....	1 478 951
	DEPRECIATION—				
	Non-Trading Sections—				
21 572	Buildings			28 501	
187 575	Prime Computer Equipment			213 324	
27 017	Provision for Loan Redemption			27 964	
236 164					269 789
	Interest on Treasury Loans Advances—				
387 904	Marine Services			325 543	
383 347	PTA Engineering			427 573	
395 591	Non-Trading Sections			526 504	
1 166 842					1 279 620
	Interest on Depreciation Fund Monies used for Purchase of New Assets, Section 17 (7) of the Transport Act 1981—				
36 002	Marine Services			51 105	
29 183	PTA Engineering			30 113	
624	Non-Trading Sections			7 805	
65 809					89 023
7 761 013					8 735 373
6 419 166					7 258 178
....	Net Profit on Sale of Assets			....	260 406
$6 419 166	Balance transferred to Net Revenue			....	$6 997 772

Appendix 1.4

TRANSPORT DEPARTMENT—NET REVENUE APPROPRIATION ACCOUNT

Year Ended 30 June 1985

	1984-85 $
Balance brought forward 30 June 1984	6 419 166
Less amount received from Treasurer under Section 19 (2) of the Transport Act 1981	6 419 166
Balance brought down from Profit and Loss Account (Loss for year ended 30 June 1985)	$6 997 772

Appendix 1.5

TRANSPORT DEPARTMENT—DEPRECIATION OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year Ended 30 June 1985

	Computer	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Stations L'ton*	*Sackville Street*	*Motor Vehicle Testing Station K'Meadows*	*Traffic Engineer. W'shop Hobart*	*Traffic Engineer. W'shop L'ton*	*Marine Division*	*Motor Vehicle Testing Station D'Park*	*P.T.A. Engineer.*	*Total*
DEBIT—	$	$	$	$	$	$	$	$	$	$	$	$	$
Amount applied towards renewals 1.7.39 to 30.6.84	....	....	....	....	....	....	....	....	....	156 478	....	90 620	247 098
Year ended 30.6.85	....	....	....	....	....	....	....	....	....	....	....	....	....
	....	....	....	....	....	....	....	....	....	156 478	....	90 620	247 098
Amount applied towards purchase of new assets 1.7.39 to 30.6.84	64 435	5 979	....	....	....	....	....	....	....	474 483	....	279 381	824 278
Year ended 30.6.85	373 622	....	....	....	....	....	....	....	....	....	....	36 378	410 000
	438 057	5 979	....	....	....	....	....	....	....	474 483	....	315 759	1 234 278
Amount of interest applied towards annual provisions 1.7.39 to 30.6.84	....	....	....	....	....	....	....	....	....	227 505	....	91 207	318 712
Interest applied towards annual provisions year ended 30.6.85	....	....	....	....	....	....	....	....	....	....	....	....	....
Amount applied in reduction of loan liability 1.7.39 to 30.8.84	46 132	179 839	8 025	12 194	9 563	462	....	10 723	467	341 998	....	86 040	695 443
Year ended 30.6.85	12 126	10 675	978	1 771	1 404	76	3 139	817	229	23 254	2 532	11 997	68 998
	58 258	190 514	9 003	13 965	10 967	538	3 139	11 540	696	365 252	2 532	98 037	764 441
Amount applied in reduction of loan liability and writing off of abandoned assets	18 272	....	....	....	....	....	....	....	....	4 137 868	....	138 473	4 294 613
Balance at 30.6.85	667 426	572 260	32 011	53 022	16 888	2 208	2Cr	92 083	2 655	1 658 206	....	655 380	3 752 137
	1 182 013	768 753	41 014	66 987	27 855	2 746	3 137	103 623	3 351	7 019 792	2 532	1 389 476	10 611 279
CREDIT—													
Special provisions for loan redemption year ended 30.6.84	46 132	179 839	8 025	12 194	9 563	462	....	10 723	467	341 998	....	86 040	695 443
Year ended 30.6.85	12 126	10 675	978	1 771	1 404	76	3 139	817	229	23 254	2 532	11 997	68 998
	58 258	190 514	9 003	13 965	10 967	538	3 139	11 540	696	365 252	2 532	98 037	764 441
Amounts charged to annual accounts 1.7.39 to 30 6.84	732 050	239 651	19 497	32 457	11 462	1 452	....	36 289	1 658	4 719 598	....	842 240	6 636 354
Year ended 30.6.85	213 324	13 665	2 558	4 217	1 837	242	....	2 246	695	139 270	....	109 712	487 766
	945 374	253 316	22 055	36 674	13 299	1 694	....	38 535	2 353	4 858 868	....	951 952	7 124 120
Interest credited by State Sinking Fund Commissioners 1.7.39 to 30.6.84	97 851	259 015	6 983	11 430	2 235	325	....	43 581	182	1 440 494	....	83 868	1 945 964
Year ended 30.6.85	73 370	57 154	2 973	4 919	1 354	189	2Cr	9 967	119	196 179	....	13 189	359 411
	171 221	316 169	9 956	16 349	3 589	514	2Cr	53 548	301	1 636 673	....	97 057	2 305 375
Interest on Depreciation Fund monies used for purchase of assets 1.7.39 to 30.6.84	....	8 110	....	....	....	....	....	....	....	107 893	....	212 317	328 320
Year ended 30.6.85	7 161	644	....	....	....	....	....	....	....	51 105	....	30 113	89 023
	7 161	8 754	....	....	....	....	....	....	....	158 998	....	242 430	417 343
	1 182 013	768 753	41 014	66 987	27 855	2 746	3 137	103 623	3 351	7 019 792	2 532	1 389 476	10 611 279

Appendix 1.5—*continued*

SUMMARY OF DEPRECIATION FUND

	$	$
Depreciation applied to repayment Commonwealth Government Loan—		
'Straitsman'	....	1 309 273
P.T.A. Engineering	....	343 000
Depreciation applied to purchase of new assets	....	1 234 278
Depreciation applied to loan redemption	....	61 207
Depreciation invested with State Sinking Fund Commissioners	....	2 629 050
Depreciation for investments with State Sinking Fund Commissioners—		
Provision for 1984–85	487 766	
Special Provision for loan redemption	74 086	
	561 852	
Interest 1984–85	89 023	
	650 875	
Less amounts written off 1984–85	1 662 531	(1 011 656)
		$4 565 152
Total Provisions as per Balance Sheet—		
Marine Division	....	1 711 424
P.T.A. Engineering	....	971 139
Transport Department Building	....	577 813
Traffic Engineering Workshop—Hobart	....	92 083
Traffic Engineering Workshop—Launceston	....	2 654
Motor Registry Burnie	....	32 011
Motor Registry Devonport	....	53 022
Motor Vehicle Inspection Station, Launceston	....	16 888
Sackville Street, Hobart	....	2 208
Computer	....	1 105 484
General	....	426
		$4 565 152

Appendix 1.6

TRANSPORT DEPARTMENT—SUMMARY OF FINANCIAL RESULTS

Year Ended 30 June 1985

	1983–84	*1984–85*		*Increase + Decrease –*
	$	$		$
Losses on Trading Operations—				
Bruny Island Ferry Service	621 376	599 529	–	21 847
Coastal Service	798 000	1 111 711	+	313 711
PTA Engineering	1 248 427	1 230 235	–	18 193
	2 667 803	2 941 475	+	273 671
Expenditure On—				
Secretariat	1 663 564	1 812 620	+	149 056
Marine Policy	118 199	303 476	+	185 277
Economic Planning and Research	144 512	203 044	+	58 533
Finance	726 400	717 687	–	8 713
Data Processing	208 143	184 955	–	23 188
Co-ordinator	51 332	....	–	51 332
	2 912 150	3 221 782	+	309 633
Public Vehicle Control	1 065 223	1 306 028	+	240 805
	3 977 373	4 527 810	+	550 438
Less Revenue—				
Public Vehicle Fees	135 010	137 857	+	2 847
Inspection and Weighting Motor Vehicles	91 000	73 250	–	17 750
	226 010	211 107	–	14 903
	6 419 166	7 258 178	+	839 012
Less Capital Profit—				
PTA Engineering	....	(6 406)	+	(6 406)
Marine	....	266 812	+	266 812
	$6 419 166	$6 997 772	+	$578 606

Appendix 1.7

TRANSPORT DEPARTMENT—GENERAL STATISTICAL SUMMARY

1982–83 to 1984–85

	1982–83	*1983–84*	*1984–85*
	$	$	$
TRANSPORT DEPARTMENT—			
Staff employed as at 30 June	441	542	650
Net Loss	5 475 101	6 419 166	6 997 772
TRANSPORT REGULATION DIVISION—			
Motor vehicles registered (including trailers, tractors and traders)	300 817	312 958	322 118
New motor vehicles registered	15 478	18 032	19 498
Registration and drivers' licence fees	6 339 628	5 868 202	7 136 240
Motor tax Revenue	17 024 873	17 390 856	17 946 593
Stamp Duty Revenue	9 450 475	11 230 923	13 014 525
Stamp Duty—MAIB	548 639	564 831	581 956
Number plates	151 106	167 813	211 086
Motor drivers' licences	244 209	250 333	256 321
Public vehicles licensed*	14 220	14 309	14 326
Public vehicles fees and charges (*less* refunds)	236 899	270 341	403 685
Public vehicle plates and labels	7 661	7 708	8 009
MARINE DIVISION—			
Coastal Shipping Service—			
Revenue	4 502 056	4 806 151	4 407 275
Expenditure	4 609 865	5 708 235	5 189 583
Loss/Profit on operation	107 809	302 084	782 308
Provision for depreciation	311 223	221 267	106 329
Interest	217 712	274 649	223 074
	636 744	798 000	1 111 711
Less Profit on sale of assets	40 000	....	266 812
Net Loss	596 744	798 000	844 899
Bruny Ferry—			
Revenue	212 140	248 306	268 698
Expenditure	655 107	661 186	658 458
Loss on operation	442 967	412 880	389 760
Provision for depreciation	156 548	59 189	56 194
Interest	158 267	149 307	153 575
Net Loss	757 782	621 376	599 529
P.T.A. ENGINEERING—			
Revenue	2 217 869	1 671 789	2 379 817
Expenditure	2 682 626	2 399 794	3 030 657
Profit/Loss on operation	464 757	728 005	650 840
Provision for depreciation	120 533	107 893	121 709
Interest	342 530	412 530	457 686
	927 820	1 248 428	1 230 235
Plus Loss on sale of assets	3 651	....	6 406
Net Loss	931 471	1 248 428	1 236 641

*Excludes trailers.

Appendix 1.8

TRANSPORT DEPARTMENT

Employee Numbers 1982-83 to 1984-85

	As at 30 June		
	1983	*1984*	*1985*
Transport Regulation Division	152	156	158
Traffic Engineering Division	53	62	63
Secretariat Division	46	47	45
Finance Division	43	43	45
Marine Division	52	52	84
P.T.A. Engineering	86	84	83
Economic Planning and Research Division	6	6	6
Urban Transport co-ordination Division*	3	3	....
Road Safety Division	....	89	95
TT-Line	....	....	123
	441	542	702

*Incorporated into the Transport Regulation Division as from 1 May 1984.

Appendix 1.9

TRANSPORT DEPARTMENT—CAPITAL EXPENDITURE

Year Ended 30 June 1985

	1983-84	*1984-85*
	$	$
Capital Expenditure	920 755	11 377 856
Financed from—		
Loan monies provided by Parliament	683 220	10 967 856
Depreciation Fund	237 535	410 000
	920 755	11 377 856
Principal Items of Capital Expenditure—		
Marine Division—		
Purchase of fork lift truck	173 100	....
Precision Tool Annex Engineering—		
Purchase of plant and equipment	....	36 378
Aerodromes—		
Construction, lighting	20 062	1 828
General—		
Computer equipment	154 373	373 622
Whitemark Wharf	400 240	460 060
Launceston Vehicle Inspection Station	310 000	5 968
Hobart Vehicle Inspection Station	250 000	....
Loan to Transport Department for the purpose of Section 13 of the Transport Act 1981	1 250 000	10 500 000

Appendix 1.10

TRANSPORT DEPARTMENT—TRANSPORT RESEARCH AND FACILITIES TRUST FUND

For the Period 1 July 1984 to 30 June 1985

1983-84	*Expenditure*		
$		$	$
20 439	Balance brought forward	....	
	Traffic Control Signals—		
88 372	New Installations	156 802	
854	Modifications	5 400	
35 056	Co-ordination—Hobart	28 744	
679	Co-ordination—Launceston	233	
1 000	Road Safety—Accident Counter Measures	....	
630 613	Traffic Signals—Maintenance	715 862	
163 367	Road Markings and Pedestrian Crossings	166 613	
59 837	Road Signs and Other Facilities	66 346	
(21 512)	Manufacture for Stock	(11 476)	
958 266			1 128 524
	Special Studies—		
(5 764)	Transport of Logs	....	
627	Bass Strait Shipping Costs	659	
340	Independent Air Fares Committee	165	
411	East Tamar Highway	....	
48 310	Empress of Australia Replacement	8 038	
528	Transport of the Disabled	4 955	
13 539	Hobart Airport Upgrading	5 560	
5 602	Flinders Island Study	....	
2 137	Private Bus Operators Study	....	
615	Monitor Effect APPM Dispute	....	
2 679	Air Freight Interstate	....	
....	Marine Facilities, Burnie	668	
1 120	Rail, Road Issues	....	
....	Wheat Freight Subsidy	734	
....	Triabunna Marina Development	2 673	
18 840	Tasmanian Freight Equalisation Scheme	6 870	
....	Bass Strait Shipping Impact	4 310	
399	Road Charging Mechanisms	....	
1 214	National Transport Study	....	
212	Vision Acuity Study	....	
3 469	Drugs and Driving Study	....	
28 452	Interstate Commission—Access	3 667	
1 412	Launceston Airport Upgrading	515	
2 165	Overseas Shipping Study	7 790	
9 370	Wynyard Airport Upgrading	754	
6 671	Kingston/Blackmans Bay Study	6 500	
2 079	King Island Transport Study	37	
2 237	Selfs' Point Feasibility Study	....	
169	Hobart/Auckland Air Study	5 662	
52 939	Joint Venture—Brambles	18 040	
22 955	Joint Venture—A.N.R.	....	
3 177	Traffic Code Study	....	
2 302	Bruny Ferry Fares Study	....	
3 643	N.A.S.A.J. Study	....	
716	Air Transport Overseas Study	....	
786	Miscellaneous	....	
233 351			103 195
60 000	Road Safety—Advertising	....	80 000
45 000	Metropolitan Transport Trust	....	....
7 000	Data Processing Costs	....	8 060
2 266	Payroll Tax	....	1 853
23 731	Balance at 30 June	....	....
$1 350 053			$1 321 632

Receipts

$		$
....	Balance brought forward	23 731
1 350 053	Amount received from Under Treasurer to 30 June 1985	1 253 661
....	Balance at 30 June 1985	44 240
$1 350 053		$1 321 632

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

The financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year are shown in each statement.

1. ACCOUNTING POLICIES

The following policies have been adopted in the preparation of the statements:—

(a) Historical Cost: Financial statements have been prepared on the basis of historical cost, and in accordance with Accounting Standards relative to the Department's operations.

(b) Accounting Basis: Financial statements are prepared on an accrual basis. End of year accruals are taken to account for wages and salaries due to be paid between the close of the payroll period and 30 June. Formal creditors accounts are not maintained but an amount estimated as owing to creditors at 30 June is brought to account.

(c) Depreciation: Fixed assets are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write the assets off over the expected economic life of the asset.

(d) Insurance: All assets have been insured through the Tasmanian Government Insurance Office.

2. LOANS

Loans are provided by the State Government, and specific Loans for the Coastal Shipping Service and the P.T.A. Engineering provided by the Commonwealth Government were repaid in 1984–85. Funds for the purchase, modification and positioning of the 'Abel Tasman' were provided by the Commonwealth Government $26 000 000 (S.96 Grant) and State Government $10 000 000 (Interest bearing loan).

Non-interest bearing contributions by the Commonwealth Government refer to the value of machine tools and equipment on loan from the Commonwealth Government and held in perpetuity.

3. WORKING CAPITAL

Annual losses of the Commission are reimbursed from Consolidated Revenue and are non-interest bearing as provided under Section 19 (2) of the Transport Act 1981.

The trading divisions of the Commission incurred an increased working loss of $·273 million which, together with increased costs of administration, public vehicle control and interest and depreciation charges, made it necessary to apply to the Treasurer for an advance as provided under Section 13 (1) of the Transport Act 1981.

An interest bearing advance of $·5 million was provided by the Treasurer to fund these additional costs in 1984–85.

The amount of working capital advanced to P.T.A. Engineering at 30 June 1985, amounted to $2 487 876 which is basically represented by the current assets for P.T.A. Engineering as shown in the balance sheet.

4. PROVISIONS

The following provisions have been made in the financial statements:—

Workers' Compensation

The provision for workers' compensation relates to the Marine Division only and the respective balances at 30 June 1985, being:—

	$
Coastal Shipping Service	254 435
Bruny Island Ferry Service	107 797
	$362 232

It is considered that these provisions are sufficient at this time.

Motor Vehicles

This provision has been created to cover cost of repairs to Departmental vehicles, and/or third party property involved in accidents. The provision at 30 June 1985, amounted to $20 898. It is considered this balance is adequate.

Annual and Long Service Leave

This provision relates to accrued annual and long service leave at 30 June, and is in respect of the P.T.A. Engineering only. Because of financing constraints, the liability relating to other divisions is shown as a Contingent Liability. The provision has been calculated on employees salary and wages rates at 30 June 1985, and at that date amounted to $195 376.

In accordance with the State Employees (Long Service Leave) Act 1950 the long service leave liability includes all employees with ten or more years of service.

5. FIXED ASSETS

Fixed assets are shown in the financial statements at the cost of acquisition. The contractual arrangement for the purchase of the 'Abel Tasman' provided for payment in the 1984 of a 5 per cent deposit which amounted to $958 078. The balance of purchase price, modifications and positioning costs were paid in 1984–85 and funded by both the Commonwealth and State Governments. Further progress and final payments totalling $450 060 were made on account of the Whitemark Wharf Reconstruction.

6. INVESTMENTS

State Sinking Fund

Under Section 17 of the Transport Act, 1981, the Department must make provision for the depreciation of obsolescence of any plant, machinery or other assets of a wasting nature, and to invest such moneys with the State Sinking Fund Commissioners. Interest earned on investments is credited to the Fund and amounts may be withdrawn for either new capital purchases, or renewals, and contributions to the National Debt Commission.

7. DEFERRED ASSETS

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

8. SOURCE OF FUNDS

	$	$
Funds from State Treasury—		
Loss 1983-84	6 419 166	
Loans (Net) including Commonwealth S.96 Grant	33 921 214	40 340 380
Funds from Commonwealth Government—		
Reduce Loan Liability	....	20 244
Funds from Sinking Fund	....	410 000
Increase in Provisions	....	85 214
Decrease Investment Sinking Fund	....	1 248 418
Increase in Current Liabilities—		
Sundry Creditors	....	3 213 469
		$45 317 725
Application of Funds—		
Loss 1984-85	....	6 997 772
Repay Commonwealth Government Loans—		
P.T.A. Engineering	....	32 340
'Straitsman'	....	480 067
Increase in Fixed Assets (Net)	....	33 318 785
Increase in Current Assets—		
Deposit Account	500 000	
Stock on Hand, Work in Progress	26 787	
Prepayments	210 317	
Advances	41 448	
Bank	1 780 139	
Cash in Transit	37 698	
Debtors	1 833 986	
	4 430 375	
Increase in Deferred Assets	58 386	4 488 761
		$45 317 725

Appendix 2.1

TRAFFIC ACCOUNT

Year Ended 30 June 1985

1983–84 $	*Payments*		1984–85 $
28 771	Balance brought forward	....	1 937
	Motor Registration Division—		
3 077 098	Administration charges	3 434 518	
130 683	Number plates	124 656	
266 000	Vehicle inspection	280 000	
3 473 781			3 839 174
	Traffic Engineering Division—		
843 602	Administration	746 424	
10 222	Provision and maintenance of traffic facilities	9 958	
84 700	Provision and maintenance of traffic control lights	184 887	
938 524			941 269
$4 441 076			$4 782 380

1983–84 $	*Receipts*		1984–85 $
	Amounts received from Under Treasurer for year ended 30 June 1985, as under—		
2 910 500	Motor Registration Division	3 185 000	
942 000	Traffic Engineering Division	937 000	4 122 000
39 140	Fees—Motor Cycle Driving Course	59 040	
547 499	Contribution—Motor Accidents Insurance Board	568 542	
1 937	Balance to next account	....	32 798
$4 441 076			$4 782 380

Appendix 2.2

MOTOR REGISTRATION SECTION

Motor Taxation Revenue Account year ended 30 June 1985

1983–84 $	*Payments*		1984–85 $
25 083 834	Amount payable to the Under Treasurer year 30 June 1985	....	27 076 607
241 385	Refunds of motor tax and fees	277 464	
1 536	Refunds of fire levy	1 644	279 108
$25 326 755			$27 355 715

1983–84 $	*Receipts*	1984–85 $
5 886 767	Fees and charges for motor vehicles—registrations drivers' licences	7 155 331
167 813	Number plates	211 086
86 596	Miscellaneous fees and charges	112 243
17 608 672	Motor tax	18 194 934
113 990	Public vehicle fees	176 137
1 462 917	Fire levy	1 505 984
$25 326 755		$27 355 715

Appendix 2.3

MOTOR REGISTRATION SECTION

Stamp Duty Collection Account year ended 30 June 1985

1983–84 $	*Payments*	1984–85 $
11 761 702	Amount payable to the Under Treasurer	13 554 254
34 052	Refunds of stamp duty	44 227
$11 795 754		$13 596 481

1983–84 $	*Receipts*	1984–85 $
	Stamp Duty Collected—	
11 230 923	New motor vehicles and transfer of motor vehicles	13 014 525
564 831	Motor Accidents Insurance Premiums	581 956
$11 795 754		$13 596 481

Appendix 2.4

TRANSPORT REGULATION DIVISION—VEHICLE INSPECTION STATISTICS

July 1984 to June 1985

Type of Vehicle—	
Car	21 794
Light Commercial	6 446
Prime Mover	17 507
Heavy Rigid	12 714
Light Trailer	4 121
Heavy Trailer	17 733
Bus	3 222
Motor Cycle	1 581
	85 118
Action Taken—	
No action taken	69 202
Defect Notice	3 124
Discontinuance Notice	659
Traffic Infringement Notice	1 176
Traffic Report	2 352
Vehicle Rejected	3 868
Driver's Licence Production	1
Verbal Warning	1 396
Defect Notice Cleared	2 726
Discontinuance Notice Cleared	511
Accident Report Submitted	103
	85 118
Type of Inspection—	
Six-Monthly Ambulance	51
Six-Monthly Bus (initial inspection)	2 097
Six-Monthly Bus (re-inspection)	820
Six-Monthly taxi (mechanical)	858
Six-Monthly Taxi (re-inspection)	80
Roadside Mechanical Check	31 367
Pre-Registration Check	16 428
Pre-Public Vehicle Licensing	1 202
Used Car Yard	1 526
Public Vehicle Check (roadside)	11 785
Weighing	10 994
Interstate	1 861
Accident	467
Meter Test (including re-test)	1 357
Dangerous Goods Vehicle	450
Hire and Drive	148
Defect Order Clearance	2 972
Discontinuance Order Clearance	592
Driving School Vehicle	63
	85 118

Appendix 2.5

TRANSPORT REGULATION DIVISION

Analysis of Vehicle Defects found during Roadside Mechanical Checks and Checks of Used Car Yards

July 1984 to June 1985

Defect	*Defect Notice*	*Discontinuance Notice*	*Verbal Warning*	*Traffic Infringement Notice*	*Traffic Report*	*Total*
Headlamps	386	39	28	12	1	466
Signal Lamps	387	67	63	77	27	621
Registration/Licence	147	5	154	25	14	345
Tyres	824	266	163	323	37	1 613
Wheels	71	15	2	2	1	91
Steering	440	177	26	2	2	647
Suspension	279	117	3	....	1	400
Noise	303	38	518	40	51	950
Smoke	51	14	6	6	5	82
Oil Leaks	290	75	57	2	1	425
Bodywork	199	44	53	1	1	298
Footbrake	191	170	4	6	7	378
Handbrake	270	107	14	80	6	477
Horn	245	39	31	10	3	328
Wipers	49	513	....	....	....	562
Rear Lamps	663	131	133	56	16	999
Reflector/Marker Lamps	69	55	53	8	1	186
Mudguards	173	23	27	95	12	330
Rear-end visibility	60	10	8	3	2	83
Cab Interior	6	1	1	1	....	9
Others	1 105	138	378	276	457	2 354
Total	6 208	2 044	1 722	1 025	645	11 644

Appendix 2.6

TRANSPORT REGULATION DIVISION

Public Vehicle and Hire and Drive Licence fees and Charges 1984–85

	Number	*Fees*
		$
Carts (Motor Vehicle) New	374	2 244.00
Carts (Motor Vehicle) Renewal	3 614	21 684.00
Carts (Trailers) New	103	....
Carts (Trailers) Renewal	1 494	....
Carrier (Motor Vehicle) New	12	72.00
Carrier (Motor Vehicle) Renewal	52	812.00
Carrier (Trailers) New	7	....
Carrier (Trailers) Renewal	12	....
Ancillary (Motor Vehicle) New	882	2 646.00
Ancillary (Motor Vehicle) Renewal	5 292	15 076.00
Ancillary (Trailers) New	47	....
Ancillary (Trailers) Renewal	389	....
Cabs (New)	3	12.00
Cabs (Renewal)	376	1 265.00
Hire and Drive (New)	2 024	40 480.00
Hire and Drive (Renewal)	604	12 080.00
Omnibus (New)	31	388.75
Omnibus (Renewal)	213	3 516.50
Hire Car (New)	4	120.00
Hire Car (Renewal)	50	1 500.00
Coach (New)	29	436.00
Coach (Renewal)	698	10 524.20
Aircraft (New)	11	22.00
Aircraft (Renewal)	57	130.00
	16 378	113 308.45
Temporary Public Vehicles	6	6.00
Transfer (Public Vehicles)	1 783	1 783.00
Transfers (Ancillary)	773	773.00
Duplicates	224	224.00
L.P. Certificates	862	4 830.00
Meter Tests	1 287	6 435.00
	21 313	127 359.45
Public Vehicle Plates	....	6 664.00
Public Vehicle Labels	....	1 345.50
	....	135 368.95

Appendix 2.7

TRANSPORT REGULATION DIVISION

Out of Area Permits and Fees 1984–85

Product	*Permits Issued*	*Fees*
		$
Coal	1	24.64
Cement and Concrete Products	....	....
Lime and Limestone Products	80	9 837.00
Superphosphate	682	124 445.97
Timber	411	41 224.12
Logs	8	512.00
Mixed Goods	1	20.00
		176 063.73
Less Refunds	....	8 843.00
Total Revenue	....	$167 220.73

Appendix 2.8

TRANSPORT REGULATION DIVISION

TAXI BUY-BACK SCHEME—CAB AND HIRE CAR TRUST FUND

Income and Expenditure as at 30 June 1985

Expenditure	$	*Income*	$
Purchased Licences	30 800.00	Balance Brought Forward	10 694.07
Refunds—Prescribed Fees	212.35	Prescribed Fees	21 855.60
Loan Repayments	80 500.00	Transfer Fees	77 250.00
Bank Charges	7.15	Re-issues	10 000.00
Balance Carried Forward	8 564.12	Interest	283.95
	$120 083.62		$120 083.62

Appendix 2.9

TRANSPORT REGULATION DIVISION

Motor and Other Vehicles Registered in Tasmania 1980–81 to 1984–85

	Motor Vehicles (a)						*Other Vehicles*	
Year	*Cars (b)*	*Lorries*	*Utilities and Panel Vans*	*Motor Cycles*	*Total*	*Per 1 000 of Population*	*Trailers and Caravans*	*Trade Plates*
1980–81	186 868	13 457	30 720	5 383	236 428	553·8	44 599	520
1981–82	190 294	14 055	32 380	5 238	241 967	564·5	45 544	476
1982–83	192 387	14 401	34 191	5 754	246 733	572·2	46 465	450
1983–84	197 276	15 040	36 285	6 133	254 734	586·0	48 076	462
1984–85	203 103	16 247	38 958	6 456	264 764	*(c)* 602·4	49 540	472

(a) Excludes Commonwealth vehicles.
(b) Includes station sedans, ambulances, buses.
(c) Based on population as at 31 December 1984.

Appendix 2.10

TRANSPORT REGULATION DIVISION

New Motor Vehicles Registered in Tasmania During Year—1980–81 to 1984–85

Year	*Cars**	*Lorries Utilities and Panel Vans*	*Motor Cycles*	*Total*
1980–81	13 582	3 237	1 198	18 017
1981–82	12 318	3 194	1 110	16 622
1982–83	11 406	3 082	990	15 478
1983–84	13 328	3 677	1 027	18 032
1984–85	13 973	4 534	991	19 498

* Includes station sedans, ambulances and buses.

Appendix 3.1

MARINE DIVISION

Trading Account, Coastal Shipping Service

Year Ended 30 June 1985

1983–84 $		$	1984–85 $	$
	Revenue—			
4 777 632	Freight	....	4 389 136	
28 519	Miscellaneous	....	18 139	
4 806 151				4 407 275
	Less Expenditure—Superintendence and Shore Expenses—			
251 968	Salaries and Wages, payroll tax	266 996		
141 506	Rental wharves and buildings	139 909		
329 479	Other Costs	333 099		
722 953			740 004	
	Operating Expenses—			
1 147 286	Salaries and Wages, payroll tax	1 188 379		
382 402	Diesoleum	417 898		
1 703 528	Cargo handling	1 773 991		
155 651	Port charges	168 568		
76 606	Insurance	69 550		
592 442	Other costs	536 814		
4 057 915			4 155 200	
	Repairs and Maintenance—Vessel—			
241 215	Annual survey fees and repairs	164 666		
70 105	Other costs	112 948		
311 320			277 614	
16 047	Repairs and maintenance—wharves and buildings	....	16 767	
5 108 235			5 189 585	
204 849	Provision for depreciation	....	90 519	
16 418	Provision for loan redemption	....	15 810	
5 329 502				5 295 914
523 351*Dr*	Balance transferred to Consolidated Trading Account	....	....	888 639*Dr*

Appendix 3.2

MARINE DIVISION

Profit and Loss Statement, Coastal Shipping Service

Year Ended 30 June 1985

1983–84 $		$	1984–85 $
523 351*Dr*	Balance from Trading Account brought forward	....	888 639*Dr*
....	*Less* Profit on sale of assets	....	266 812
523 351			621 827
244 206	Plus Interest on Treasury loans and advances	177 700	
30 443	Interest on Depreciation Fund monies used for purchase of new assets.	45 372	
274 649			223 072
$798 000	Deficit for year transferred to Balance Sheet (Working Capital)		$844 899

Appendix 3.3

MARINE DIVISION

Statement of Tonnage and Livestock Carried

Years Ended 30 June 1984 and 1985

	1983–84			*1984–85*		
	*Sheep**	*Cattle†*	*General Cargo*	*Sheep**	*Cattle†*	*General Cargo*
	No.	No.	tonnes	No.	No.	tonnes
Tasmanian Ports/Victoria—						
Ex Melbourne	64	161	26 548	....	184	20 873
Ex Stanley	384	1 525	25 869	2 202	5 017	18 143
	448	1 686	52 417	2 202	5 201	39 016
King Island/Tasmania—						
Ex King Island	2 362	3 260	1 334	1 178	2 887	1 352
Ex Stanley	581	1 077	6 996	557	1 045	9 112
	2 943	4 337	8 330	1 735	3 932	10 464
King Island/Victoria–						
Ex King Island	25 428	9 309	9 178	6 052	10 345	9 702
Ex Melbourne	16	16	9 449	1 066	14	9 154
	25 444	9 325	18 627	7 118	10 359	18 856
	28 835	15 348	79 374	11 055	19 492	68 336

* Includes lambs and goats.
† Includes horses.

Statement of Livestock Shipments

Years Ended 30 June 1984 and 1985

	1983–84			*1984–85*		
	Cattle†	*Sheep**	*Pigs*	*Cattle†*	*Sheep**	*Pigs*
From—						
King Island	12 569	27 790	280	13 232	7 230	473
Stanley	2 602	965	....	6 062	2 759	....
Melbourne	177	80	9	198	1 066	14
Total	15 348	28 835	289	19 492	11 055	487

* Includes lambs and goats.
† Includes horses.

Summary of General Cargo Shipments

Years Ended 30 June 1984 and 1985

	1983–84	*1984–85*
	tonnes	tonnes
From—		
Melbourne	35 997	30 027
King Island	10 512	11 054
Stanley	32 865	27 255
Total	79 374	68 336

Appendix 3.4

MARINE DIVISION

Voyage Statistics—M.V. 'Straitsman'

Years ended 30 June 1984 and 1985

	1983–84	*1984–85*
Voyages out of—		
Melbourne	129	118
King Island	79	79
Stanley	106	105
Total	314	302

Appendix 3.5

MARINE DIVISION

Trading Account, Bruny Island Ferry Service

Year Ended 30 June 1985

1983–84 $		$	1984–85 $	$
	Revenue—			
248 052	Fares and Freight	....	....	268 378
254	Miscellaneous	....	....	320
248 306				268 698
	Less Expenditure—			
	Superintendence and Shore Expenses—			
94 568	Salaries and Wages, Payroll Tax	115 008		
33 226	Other Costs	37 807		
127 794			152 815	
	Operating Expenses–Vessels—			
265 342	Salaries and Wages, Payroll Tax	263 231		
64 091	Diesoleum	80 684		
74 974	Other Costs	69 359		
404 407			413 274	
	Repairs and Maintenance–Vessels—			
90 082	Annual Survey Fees and Repairs	73 014		
37 196	Other Costs	11 245		
127 278			84 259	
1 757	Repairs and Maintenance—Wharves and Buildings	....	8 110	
661 236			658 458	
48 750	Provision for Depreciation	....	48 750	
10 439	Special Provision for Loan Redemption	....	7 444	
720 425				714 652
$472 119*Dr*	Balance transferred to Consolidated Trading Account	....	....	$445 954*Dr*

Appendix 3.6

MARINE DIVISION

Profit and Loss Account, Bruny Island Ferry Service

Year Ended 30 June 1985

1983–84 $		$	1984–85 $
472 119*Dr*	Balance from Trading Account brought forward	....	445 954*Dr*
	Plus Expenditure—		
143 698	Interest on Treasury Loans and Advances	147 843	
5 559	Interest on Depreciation Fund Monies used for purchase of new assets	5 732	
149 257			153 575
$621 376	Deficit for year transferred to Balance Sheet (Working Capital)	....	$599 529

Appendix 3.7

MARINE DIVISION

Bruny Island Ferry Service—Vehicle Statistics

Year Ended 30 June 1985

Type of Vehicle	*1984–85 (12 months)*
CARS AND STATION SEDANS†	752
All other Vehicles—	
Under 5 metres in length	55 870
5 and less than 6 metres	760
6 and less than 10 metres	1 714
10 and less than 14 metres	294
14 and less than 16 metres	90
MOTOR CYCLES	464
Vehicles carried at concession rates—*	
Permanent residents	3 906
Resident pensioners	11 258
Non-resident pensioners	1 328
	76 436

† Numbers listed under this heading are only those for which for some reason have not been broken up into the classes covered elsewhere in 'All other vehicles'.

* Applies only to cars, station sedans, motor cycles, and utilities, panel vans and campervans under 5 metres in length.

Total number of vehicles carried 1983–84 (12 months) 71 664.

Appendix 4.1

P.T,A. ENGINEERING

Balance Sheet as at 30 June 1985

	1984–85	
	$	$
(A) NATURE AND SOURCE OF FUNDS—		
(1) *For Permanent Capital—*		
(a) From interest bearing loans by State Treasury, less amounts written off and repayments	....	1 132 585
(b) From non-interest bearing contributions (Commonwealth Government) being value of machine tools and equipment on loan	....	106 166
(2) *For Working Capital—*		
From interest bearing advances by State Treasury for working expenses, purchases and manufacture of stores	2 945 176	
Less deficit 1.7.84–30.6.85	1 236 641	1 708 535
(3) *Reserves and Provisions—*		
Loan Redemption Provision	98 037	
Annual and Long Service Leave	195 376	
Contribution by Commonwealth Government towards reduction of Loan Liability	24 035	317 448
		3 264 734
(B) THIS SUM IS REPRESENTED BY—		
(1) *Fixed Assets—*		
(a) Buildings	811 026	
(b) Plant and Equipment	1 215 453	
	2 026 479	
Less Provision for Depreciation	971 139	1 055 340
(2) *Investment—*		
Depreciation Account invested with State Sinking Fund Commissioners	....	215 169
(3) Deferred Assets	....	16 211
(4) *Current Assets—*		
Advance	120	
Sundry Debtors	526 353	
Stock	1 371 068	
Work in progress	216 610	
Prepayments	38 882	2 153 033
Less Current Liabilities—		
Sundry Creditors	22 707	
Bank	152 312	175 019
		1 978 014
		3 264 734

Appendix 4.2

P.T.A. ENGINEERING—TRADING ACCOUNT

Year Ended 30 June 1985

1983–84 $		$	1984–85 $
	Revenue—		
1 671 789	Sales	....	2 346 488
15 798	Miscellaneous	....	20 586
10 880	Apprenticeship subsidy	....	12 742
1 698 467		....	2 379 816
	Less Cost of Manufacture—		
289 998	Direct labour	364 651	
511 472	Direct material	869 645	
2 417 603	Indirect costs	2 534 721	
3 219 073		3 769 017	
804 785	*Less* Manufactured for stock	738 361	
2 414 288			3 030 656
715821*Dr*			650 840*Dr*
107 893	Provision for depreciation	....	109 712
12 183	Provision for loan redemption	....	11 997
$835 897*Dr*	Balance transferred to Consolidated Trading Account	....	772 549*Dr*

Appendix 4.3

P.T.A. ENGINEERING—PROFIT AND LOSS ACCOUNT

Year Ended 30 June 1985

1983–84 $		$	1984–85 $
835 897*Dr*	Balance from Trading Account brought forward	....	772 549*Dr*
....	Plus Loss on sale of machines	....	6 406
835 897			778 955
	Plus Expenditure—		
383 347	Interest on Treasury loans and advances	427 573	
29 183	Interest on Depreciation Fund monies used for purchase of new assets	30 113	
412 530			457 686
$1 248 427	Deficit for year transferred to Balance Sheet (Working Capital)	....	$1 236 641*Dr*

Appendix 5.1

TT-LINE

Balance Sheet as at 30 June 1985

	$	1984–85 $
A. NATURE AND SOURCE OF FUNDS—		
(1) *For Permanent Capital*—		
From Commonwealth Government S96 Grant 'Abel Tasman'	....	26 000 000
From Interest bearing loan by State Treasury re 'Abel Tasman'	....	10 000 000
Total Net Funds for all purposes	....	$36 000 000
B. THIS SUM IS REPRESENTED BY—		
(1) *Fixed Assets*—		
M.V. 'Abel Tasman'	....	34 557 516
(2) *Current Assets*—		
Stocks on Hand	1 704	
Bank	1 867 978	
Advances held by staff	38 538	
Sundry Debtors	1 587 824	
Prepayments	153 444	
	3 649 488	
Less Current Liabilities—		
Sundry Creditors	2 276 058	
Total Net Current Assets	....	1 373 430
Deferred Assets—		
Revenue—Expenditure	....	69 054
		$36 000 000

A. B. CAUDELL, Government Printer, Tasmania